

# **Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization**

## **Metropolitan and Regional Transportation Improvement Program 2023-2028**

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**FINAL – October 5, 2022  
Approved by the Policy Board  
Administrative Correction -  
November 10, 2022**

## Acknowledgements

This report is the product of a study financed in part by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the Oregon and Washington State Departments of Transportation, and local government contributions. The contents of this report reflect the views of the Walla Walla Valley Metropolitan Planning Organization/Sub Regional Transportation Planning Organization (WWVMPO/SRTPO), which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. Approval of the report by federal or state agencies constitutes acceptance of the report as evidence of work performed, but does not imply endorsement of the report's findings or recommendations. This report does not constitute a standard, specification, or regulation.

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- ◆ Section 504 and 508 of the Rehabilitation Act of 1973, as amended

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## Questions, Concerns, or Comments:

107 South Third Avenue  
Walla Walla, WA 99362

Phone: 509-876-8001

[wwwvmpo.org](http://wwwvmpo.org)

Walla Walla Valley Metropolitan Planning Organization and  
Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO)  
A Resolution Adopting the 2023-2028 M/RTIP and Determining Air Quality Conformity

RESOLUTION NO. 19-2022

WHEREAS, the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is the federally designated Metropolitan Planning Organization as well as the state-designated Regional Transportation Planning Organization and as such has both the federal and state responsibility for developing and adopting a short-term Transportation Improvement Program; and

WHEREAS, the Metropolitan Transportation Improvement Program and the Regional Transportation Improvement Program have been integrated into a single document titled the Walla Walla Valley Metropolitan and Regional Transportation Improvement Program (hereafter referred to as M/RTIP); and

WHEREAS, the WWVMPO/SRTPO certifies that the federal requirements of 23 USC 134 and 49 USC 5303 are met, such certification being an annual, joint WWVMPO/SRTPO - State Departments of Transportation statement concerning the transportation planning process; and

WHEREAS, the WWVMPO/SRTPO certifies that the Washington State requirements of RCW 47.80 are met; and

WHEREAS, local jurisdictions, transit agencies, the Oregon and Washington State Departments of Transportation (ODOT and WSDOT) proposed projects for inclusion in the 2023-2028 M/RTIP, which are based on reasonably available financial resources; and

WHEREAS, proposed 2023-2028 M/RTIP projects were selected through a performance-driven, outcome-based approach that focuses on progress towards identified regional goals and national performance targets; and

WHEREAS, projects must be included in the 2023-2028 M/RTIP to be eligible for federal assistance under Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding programs; and

WHEREAS, a draft of the 2023-2028 M/RTIP was provided for public review and comment between January 5, 2021, and January 18, 2021, and appropriate notice was given to the public; and

WHEREAS, the 1990 Clean Air Act Amendments (42 USC 7401 et seq.) require local and state compliance with the National Ambient Air Quality Standards for air quality pollutants, including particulate matter with a diameter of ten microns or less (PM<sub>10</sub>); and

WHEREAS, the Rule on Conformity to State or Federal Implementation Plans outlined in 40 CFR 93 prescribes that federally funded transportation plans, programs, and projects are subject to air quality conformity determination; and

WHEREAS, the WWVMPO/SRTPO must certify that the 2023-2028 M/RTIP, and the 2045 Plan on which the M/RTIP is based, comply with federal and state air quality conformity determination requirements and will not cause or contribute to any new violation of the federal air quality standards for PM<sub>10</sub>; and

WHEREAS, the WWVMPO/SRTPO Technical Advisory Committee (TAC) recommends adoption of the 2023-2028 M/RTIP for the Walla Walla Valley region; and

WHEREAS, the WWVMPO/SRTPO Policy Board in its review of the 2023-2028 M/RTIP finds:

- The projects contained in the 2023-2028 M/RTIP to be consistent with regional goals, policies, and recommendations set forth in the Walla Walla Valley Metropolitan and Regional Transportation – 2045 Plan, adopted on February 3, 2021; and
- The projects contained in the 2023-2028 M/RTIP to be within appropriate financial constraint and to present a viable program of projects to be implemented by local jurisdictions, transit agencies, and the Oregon and Washington State Departments of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE WWVMPO/SRTPO POLICY BOARD,

THAT the 2023-2028 M/RTIP is adopted as the integrated Transportation Improvement Program for the Walla Walla Valley region; and

THAT the 2023-2028 M/RTIP is found to be in conformity with the federal and state Clear Air Acts and the Wallula Site PM<sub>10</sub> Maintenance Plan; and

THAT the projects listed in the 2023-2028 M/RTIP are approved to receive federal funds; and

THAT the 2023-2028 M/RTIP is submitted to the Oregon and Washington State Departments of Transportation for inclusion into the Oregon and Washington Statewide Transportation Improvement Programs (STIPs), which are then forwarded to FHWA and FTA for final approval;

THAT the 2023-2028 M/RTIP will be reviewed and amended as necessary to maintain its currency.

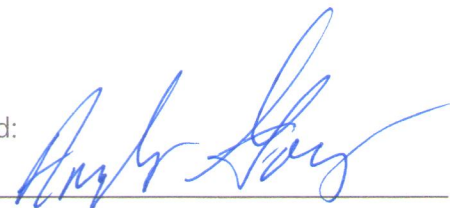
PASSED AND APPROVED this 5<sup>th</sup> of October, 2022.

Signed:



Todd Kimball, Chair  
WWVMPO/SRTPO Policy Board

Attested:



Andres Gomez, Executive Director  
WWVMPO/SRTPO

Approved as to Form:



Jared Hawkins, WWVMPO/SRTPO Legal Counsel



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION  
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November 30, 2022

Andreas Gomez  
Executive Director  
Walla Walla Valley Metropolitan Planning Organization  
107 South Third Ave.  
Walla Walla, WA 99362

**Air Quality Conformity Determination Walla  
Walla Valley Metropolitan Planning  
Organization 2023-2026 Transportation  
Improvement Program (TIP)**

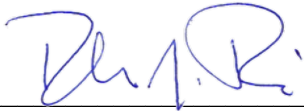
Dear Mr. Gomez:

According to the Clean Air Act (CAA) of 1990, transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations, or delay attainment of the NAAQS. As such, the Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (FHWA/FTA) are required to make transportation air quality conformity determinations for both the MPO Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) in non-attainment or maintenance areas. Transportation conformity ensures that Federal funding supports transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).

On October 5, 2022, WWVMPO approved and made a formal conformity determination on the 2023-2026 TIP.

Based on our review of the WWVMPO air quality conformity determination, as concurred with the Washington State Department of Transportation, Washington State Department of Ecology, and U.S. Environmental Protection Agency, FHWA and FTA find that the 2023-2026 TIP conforms with the SIP to reduce the severity and number of NAAQS violations.

If you have any questions, please contact Matt Kunic, FHWA Washington Division, at 360-753-9487, or Ned Conroy, FTA Region 10, at 206-220-4318.



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Ralph J. Rizzo  
Washington Division Administrator  
Federal Highway Administration

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GEHRKE

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Date: 2022.11.30  
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Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

Cc: Karl Pepple, U.S. Environmental Protection Agency, Region 10  
Adam Clark, U.S. Environmental Protection Agency, Region 10  
Claudia Vaupel, U.S. Environmental Protection Agency, Region 10  
Matthew Pahs, Federal Highway Administration, Washington Division  
Justin Zweifel, Federal Transit Administration, Region 10  
Anya Caudill, Washington State Department of Ecology  
Gabe Phillips, Washington State Department of Transportation  
Cliff Hall, Washington State Department of Transportation  
Lindsay Taylor, Washington State Department of Transportation

# Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization Membership & Committee Roster

## Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Member Agencies

City of College Place (WA) • City of Milton-Freewater (OR) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Umatilla County (OR) • Walla Walla County (WA) • Confederated Tribes of the Umatilla Indian Reservation (OR) • Port of Walla Walla (WA) • Valley Transit (WA) • Oregon Department of Transportation • Washington State Department of Transportation

## Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) Member Agencies

City of College Place (WA) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Port of Walla Walla (WA) • Valley Transit (WA) • Walla Walla County (WA) • Washington State Department of Transportation

## WWVMPO/SRTPO Policy Board (PB)

### Voting:

Mike Rizzitiello, City Administrator, City of College Place  
Linda Hall, City Manager, City of Milton-Freewater  
Douglas Venn, Council Member, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg  
Brian Casey, Council Member, City of Walla Walla  
Dan Dorrان, County Commissioner, Umatilla County  
Todd Kimball, County Commissioner, Walla Walla County  
Sally Kosey, Trustee, Confederated Tribes of the Umatilla Indian Reservation  
Ron Dunning, Commissioner, Port of Walla Walla  
Angie Peters, General Manager, Valley Transit  
Craig Sipp, Region Manager, ODOT Region 5  
Todd Trepanier, Regional Administrator, WSDOT South Central Region

### Ex Officio:

*Washington State District 16:* Senator Perry Dozier; Representatives Mark Klicker and Skyler Rude  
*U.S. District 4/5:* Senators Maria Cantwell and Patty Murray; Representatives Cathy McMorris Rodgers and Dan Newhouse

## WWVMPO/SRTPO Technical Advisory Committee (TAC)

Robert McAndrews, Public Works Director, City of College Place  
Laurel Sweeney, City Planner, City of Milton-Freewater  
Douglas Venn, Council Member, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg  
Neal Chavre, City Engineer, City of Walla Walla  
Megan Davchevski, Planner/Transit Coordinator, Umatilla County  
Tony Garcia, Public Works Director, Walla Walla County  
J.D. Tovey, Planning Director, Confederated Tribes of the Umatilla Indian Reservation  
Meagan Blair, Governmental Affairs/Community Outreach Specialist, Port of Walla Walla  
Jesse Kinney, Deputy General Manager, Valley Transit  
Teresa Penninger, Planning and Program Manager, ODOT  
Paul Gonseth, Planning Engineer, WSDOT

## Bi-State Coordination Workgroup

Matthew Kunic, Federal Highway Administration  
Ned Conroy, Federal Transit Administration  
Teresa Penninger, Planning & Program Manager,  
ODOT Region 5

Paul Gonseth, Planning Engineer, WSDOT  
Linda Howell, Public Transportation Liaison, WSDOT  
Anna Ragaza-Bourassa, Tribal & Regional Coordination  
Liaison, WSDOT

## WWVMPO/SRTPO Staff

Andres Gomez, Executive Director

Timothy J. Barrett, Associate Planner

# Table of Contents

Introduction	1
Walla Walla Valley Metropolitan Planning Organization	1
Walla Walla Sub-Regional Transportation Planning Organization	1
Program Overview and Summary	3
Regulatory Background	5
Federal Requirements	5
State Requirements	5
Air Quality Conformity	5
Public Involvement	6
Title VI Assurance	6
Program Purpose and Scope	7
M/RTIP Purpose and Scope in Washington State	7
MTIP Purpose and Scope in Oregon State	7
Intermodal/Multimodal Provisions	8
NHS Facility Certification	8
Performance Management	8
Safety and the Highway Safety Improvement Program	9
Pavement and Bridges	9
System Performance	10
Transit Asset Management	10
Public Transportation Agency Safety Plan	11
Progress Towards Achievement of Performance Targets	12
Major Projects Implemented Since the Previous TIP	12
Financial Plan	12
Funding Sources	12
Fiscal Constraint	13
M/RTIP Amendment Process	14
Amendment to WA MPO/SRTPO Projects	14
Amendment to OR MPO Projects	16
M/RTIP Projects	17
Funded Projects	17
List of Illustrative Projects (Planned - Funding is not Secured)	20
Appendices	
Appendix A - WA MPO/SRTPO Funding Summary by Source	
Appendix B - WA MPO/SRTPO Fiscal Constraint Overview by Year	
Appendix C - WA MPO/SRTPO Projects, Cost and Funding	
Appendix D - OR MPO Projects, Cost and Funding	
Appendix E - TIP Policies as Adopted by the WVVMPO/SRTPO Policy Board on August 1, 2018	
Appendix F - Criteria and Process Used for Prioritization of Projects	
Appendix G - Air Quality Conformity	
Appendix H - Current Performance Targets	
Appendix I - Project Funding Source Overview	
Appendix J - Public Comments	



## Introduction

Metropolitan and regional transportation planning organizations facilitate the coordinated planning and implementation of a seamless transportation system for all users. This effort requires cooperation and close collaboration among all entities involved in implementing, maintaining, and improving individual network segments.

In the Walla Walla Valley, this facilitation responsibility is assigned to the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO), which includes representation from Oregon and Washington State, Valley Transit, the Confederated Tribes of the Umatilla Indian Reservation, the Port of Walla Walla, as well as the cities and counties in the region.

### Walla Walla Valley Metropolitan Planning Organization

Established on March 27, 2013, the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) is a bi-state transportation planning agency located in the Walla Walla Valley region. As the federally designated MPO for an urbanized area with a population greater than 50,000, the WWVMPO carries out the **continuing, cooperative, and comprehensive (3C) multimodal transportation planning process** that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight, and to foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution (23 USC 134).

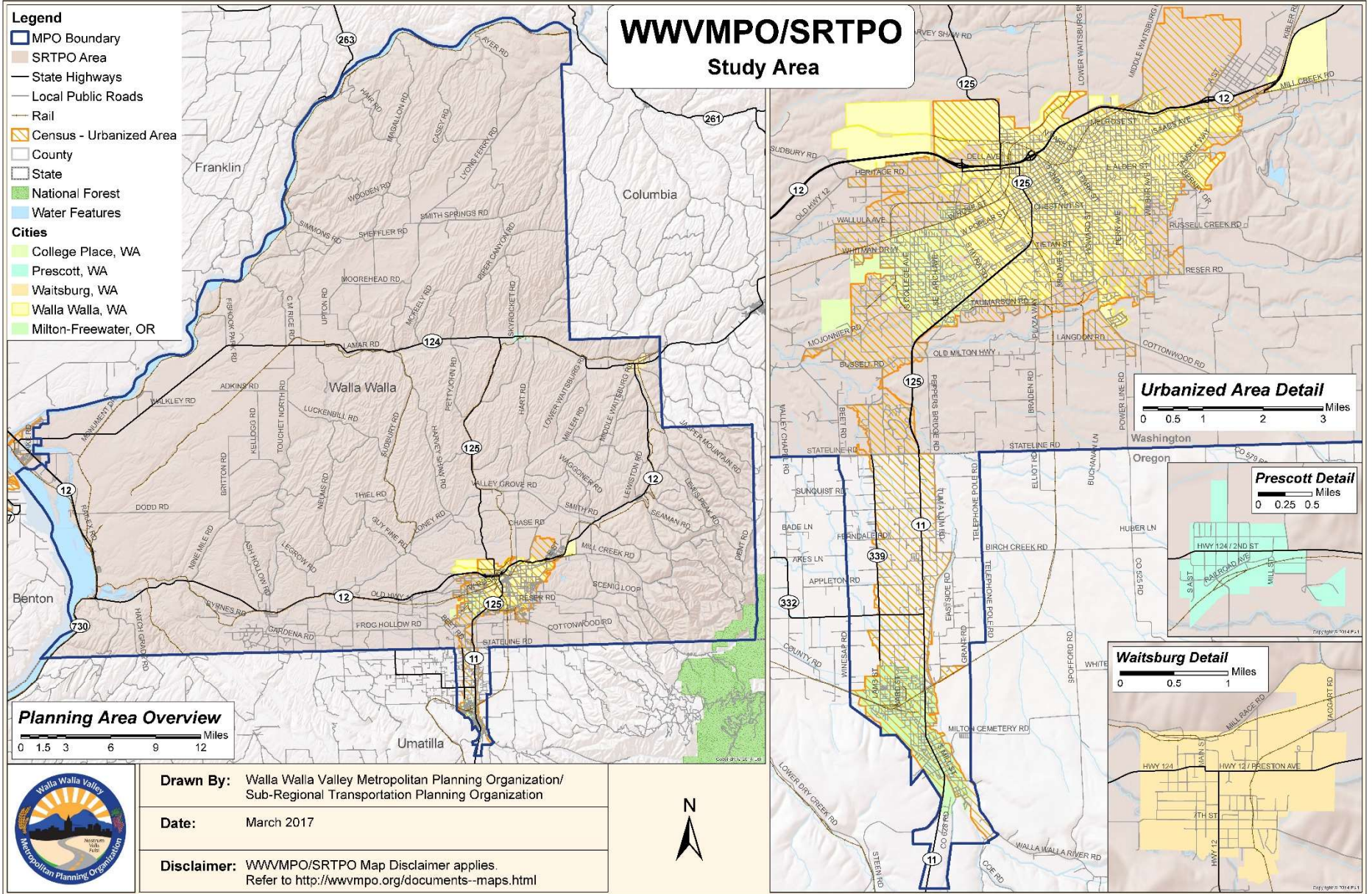
Federal regulations require the WWVMPO to develop a regionally coordinated long-range transportation plan and short-range improvement program to ensure consistency and efficient use of federal transportation funds. The MPO's bi-state planning area, shown in the map on Page 2, was expanded in early 2017 and includes the cities of College Place, Milton-Freewater, Prescott, Waitsburg, and Walla Walla, and portions of the counties of Umatilla and Walla Walla.

The majority of funding for the WWVMPO is provided through transportation planning grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), administered and supported by the Oregon and Washington State Departments of Transportation (ODOT and WSDOT).

### Walla Walla Sub-Regional Transportation Planning Organization

The Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) was created by an agreement, effective July 1, 2013, between the Benton-Franklin-Walla Walla Regional Transportation Planning Organization (RTPO) and the WWVMPO in order to make regional planning efforts with the new MPO more efficient. The SRTPO boundary, also shown in the figure on Page 2, assigns almost all of Walla Walla County to the WWVMPO, as the area covered under the newly established SRTPO. The Burbank area, a small portion of western Walla Walla County, is by U.S. Census determination within the Kennewick-Pasco-Richland urbanized area. Therefore, this portion of Walla Walla County is part of the Benton-Franklin RTPO and MPO planning area.

The Walla Walla SRTPO activities comply with Washington State's RTPO requirements (RCW 47.80), which call for **transportation planning, at all jurisdictional levels, to be coordinated with local comprehensive plans** in order to achieve both statewide and local transportation goals.



Instead of creating a separate Policy Board and Technical Advisory Committee (TAC) for the SRTPO, the WWVMPO chose to expand the current MPO Policy Board and TAC to include additional members. Agencies participating as members of the SRTPO include the MPO members in Washington State and representatives from the cities of Prescott and Waitsburg.

State funding for the SRTPO, appropriated through WSDOT, is used to carry out the regional transportation planning activities.

## Program Overview and Summary

Federal and state regulations require the WWVMPO/SRTPO to develop a short-term Transportation Improvement Program (TIP) for its metropolitan and regional study areas. Federal requirements call for a four-year, fiscally constrained list of projects, whereas Washington State regulations stipulate a six-year list of projects.

In lieu of producing two separate documents, the combined Walla Walla Valley Metropolitan and Regional Transportation Improvement Program (M/RTIP) is a six-year programming document, which demonstrates fiscal constraint for federal funds throughout the first four years of the integrated financial plan.

The projects included in the M/RTIP are derived from a variety of planning efforts:

- ◆ The WWVMPO/SRTPO-managed call for federally funded transportation improvements;
- ◆ The cities' and county's six-year Comprehensive Transportation Programs (also known as local TIPs), developed and adopted by each of the local Washington State member entities;
- ◆ The Transportation System Plans, developed by Oregon member entities;
- ◆ The six-year Transit Development Plan, developed and adopted by the public transportation agency; and
- ◆ The project lists developed by the Departments of Transportation with jurisdiction over certain infrastructure elements in the planning area.

All projects in the M/RTIP must be consistent with policy and project recommendations of the **Walla Walla Valley Metropolitan and Regional Transportation - 2045 Plan**, which was adopted on February 3, 2021.

The M/RTIP is updated annually and functions as a project programming document and financial plan that identifies all federally funded and prioritized projects, as well as other transportation improvements of regional significance, regardless of their funding source. General steps in the development of the M/RTIP include:

- ◆ The WWVMPO/SRTPO issues a Call for Projects, based on anticipated federal funding availability.
  - ◆ Member entities select projects from the fiscally constrained project list contained in the 2045 Plan for consideration in the M/RTIP.
  - ◆ The submitted projects are prioritized using the adopted project selection process and criteria.
  - ◆ Projects are awarded within the limits of available federal funding.
- ◆ Local city and county governments and public transportation agencies prepare and submit their local six-year programs to WSDOT and the WWVMPO/SRTPO.

WWVMPO/SRTPO 2023-2028 Metropolitan and Regional Transportation Improvement Program

- ◆ Based on local comprehensive plans, these programs also contain non-federally funded, but regionally significant projects.
- ◆ The WWVMPO/SRTPO coordinates with ODOT and WSDOT regarding anticipated state-managed projects.
- ◆ The public and interested parties are afforded early and reasonable opportunity for involvement and a public hearing is held to obtain the views of the public on the proposed program of projects.
- ◆ Prior to program adoption, the WWVMPO/SRTPO reviews the projects to ensure the following –
  - ◆ All projects scheduled for federal funding are included in the TIP;
  - ◆ Federally funded projects are fiscally constrained by year and funding source;
  - ◆ All regionally significant projects are included, regardless of funding source; and
  - ◆ The M/RTIP projects are consistent with the current metropolitan and regional transportation plan.

The following tables show summaries of the first four years of funding (2023-2026) included in the 2023-2028 M/RTIP for projects within the Washington State MPO and SRTPO area as well as the Oregon MPO area, respectively.

<b>Washington</b>					
<b>MPO/SRTPO Area</b>	<b>Projects</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>	<b>TOTAL</b>
Roadway, Pedestrian, Bicycle	33	\$68,976,961	\$29,545,072	\$14,407,124	<b>\$112,929,157</b>
Public Transit	4	\$5,055,497	\$0	\$1,863,875	<b>\$6,919,372</b>
<b>Total Projects</b>				<b>Total Funding</b>	<b>\$119,848,529</b>

<b>Oregon</b>					
<b>MPO Area</b>	<b>Projects</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>	<b>TOTAL</b>
Roadway, Pedestrian, Bicycle	2	\$10,969,493	\$1,255,508	\$0	<b>\$12,225,000</b>
Public Transit	6	\$747,379	\$93,181	\$0	<b>\$840,560</b>
<b>Total Projects</b>				<b>Total Funding</b>	<b>\$13,065,560</b>

Once adopted, the M/RTIP is included in the respective Statewide Transportation Improvement Programs (STIP). ODOT and WSDOT are responsible for the statewide coordination of their STIPs. Following federal approval of the STIPs, local jurisdictions may begin obligating federal funds for their projects.

## Regulatory Background

WWVMPO/SRTPO staff assembles the M/RTIP in compliance with the following federal and state laws.

### Federal Requirements

According to [23 USC 134 \(j\)](#), the Metropolitan Transportation Improvement Program must –

- ◆ Be cooperatively developed by the MPO, cities, counties, transit agencies, and state DOT;
- ◆ Include regionally significant and all federally funded transportation capital and non-capital projects;
- ◆ List prioritized projects with description, total cost, and implementing agency;
- ◆ Encompass four years of programmed projects;
- ◆ Be updated regularly – at least once every four years;
- ◆ Include cooperatively determined funding estimates;
- ◆ Demonstrate fiscal constraint by year and funding source;
- ◆ Be consistent with the adopted Metropolitan Transportation Plan; and
- ◆ May include a list of illustrative (unfunded) projects.

In compliance with [49 USC 5307 \(b\)](#), the WWVMPO/SRTPO M/RTIP also satisfies the public participation requirements pertaining to urbanized area formula grant funding received from the Federal Transit Administration.

### State Requirements

According to [RCW 47.80.023 \(5\)](#), the Regional Transportation Improvement Program must –

- ◆ Be cooperatively developed by the RTPO, cities, counties, transit agencies, and state DOT;
- ◆ Include regionally significant transportation projects and programs, transportation demand management (TDM) measures, as well as projects that advance special needs coordination transportation as identified by the Agency Council on Coordinated Transportation;
- ◆ Provide a priority list of projects, programs, and TDM measures;
- ◆ Encompass six years of programmed projects;
- ◆ Be updated at least every two years;
- ◆ Include a financial plan that demonstrates how programmed projects can be funded;
- ◆ Be based on the local six-year programs, projects, and TDM measures of regional significance identified by transit agencies, cities, and counties, as well as WSDOT; and
- ◆ Be consistent with the adopted Regional Transportation Plan.

### Air Quality Conformity

In 1990, the Wallula area located in the western-most part of Walla Walla County was designated as “moderate” non-attainment for particulate matter with a diameter less than or equal to ten micrometers (PM<sub>10</sub>). PM<sub>10</sub> is one of the major air quality pollutants for which the Environmental Protection Agency (EPA) must set standards, as required by the Clean Air Act. In 2001, the Wallula site was upgraded to “serious”. Subsequently, the re-designation to attainment was earned after a concerted effort by the Washington Department of Ecology (ECY) and the EPA to show that extra-ordinary and naturally occurring wind events were the main cause of the recorded exceedances. In general, dust stirred by agricultural activity is the region’s primary source of particulates, and the natural events analysis determined that all but one of the

PM<sub>10</sub> exceedances in the area were tied to high wind events. In 2005, the EPA declared the site in compliance with the required air quality standard. The record of previous exceedances and associated non-attainment declarations triggered a 20-year maintenance plan requirement. At this time, the Wallula site has an updated Second 10-Year Maintenance Plan for PM<sub>10</sub>, which became effective June 1, 2020. The Wallula site will require continued air quality conformity determination through September 26, 2025.

As a part of its compliance with [40 CFR 93](#) governing air quality conformity, the WWVMPO/SRTPO must demonstrate that transportation projects included in this M/RTIP will not cause air quality to degrade to levels that would be in violation of the allowed standards for PM<sub>10</sub>. [Appendix G](#) provides additional detail on the Wallula site, the air quality conformity process, and this M/RTIP's demonstration of compliance with all requirements.

The region's Metropolitan and Regional Transportation - 2045 Plan, adopted on February 3, 2021, demonstrated the required air quality conformity.

## Public Involvement

Citizens and interested parties are provided opportunity to comment on the draft M/RTIP as required under the Fixing America's Surface Transportation (FAST) Act. The public review and comment period for the 2023-2028 M/RTIP was held from September 6, 2022 through September 19, 2022. Furthermore, a public meeting, conducted as part of the regular Policy Board meeting on October 5, 2022, provided an additional opportunity to obtain the views of the public on the proposed projects.

Public notices announcing the availability of the document were published in the newspaper of record and on the WWVMPO/SRTPO website. An electronic copy of the 2023-2028 M/RTIP was posted on the agency's website at <https://wwwmpo.org/public-participation.html>. All public comments related to the M/RTIP have been included in [Appendix J](#) of the final document.

IT IS IMPORTANT TO NOTE THAT PUBLIC INVOLVEMENT ACTIVITIES AND TIMES, ESTABLISHED FOR THE PURPOSE OF PUBLIC REVIEW AND COMMENT ON THE M/RTIP, ALSO SATISFY **PROGRAM OF PROJECTS (POP) PUBLIC INVOLVEMENT REQUIREMENTS PROMULGATED BY THE FEDERAL TRANSIT ADMINISTRATION SECTION 5307 PROGRAM,** AS THEY RELATE TO VALLEY TRANSIT AND MILTON-FREEWATER PUBLIC TRANSPORTATION PROJECTS.

## Title VI Assurance

As a recipient of federal funds, the WWVMPO/SRTPO is subject to the provisions of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987. In compliance with the requirements, the agency assures that no person shall, on the grounds of race, color, national origin, or sex, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity conducted by the WWVMPO/SRTPO.

The agency has an approved Title VI Plan and any Title VI issues discovered during the development of the 2023-2028 M/RTIP will be corrected in the first available amendment cycle in January 2023.

## Program Purpose and Scope

Each year the WWVMPO/SRTPO prepares the M/RTIP in coordination with local jurisdictions, public transportation agencies, ODOT, and WSDOT. All projects in the 2023-2028 M/RTIP have been reviewed and found to be consistent with the goals and objectives in local comprehensive plans, the Metropolitan and Regional Transportation Plan, and the respective State Transportation Plans.

### M/RTIP Purpose and Scope in Washington State

The Metropolitan and Regional Transportation Improvement Program aids in the coordination of transportation investments throughout the region. The program provides the public, elected officials, state and local staff, transit providers, tribes, and other interested parties the opportunity to submit and then review projects for consistency with regional, local, and state plans and their goals and policies. The M/RTIP requires approval by the WWVMPO/SRTPO Policy Board, the Federal Highway Administration and Federal Transit Administration, the Washington State Department of Transportation and the Washington State Governor's Office. The approved M/RTIP is then included in the Statewide Transportation Improvement Program (STIP). WSDOT is responsible for the statewide coordination of the STIP. The Washington STIP process and project list can be found at:

<https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds on a first-come first-served basis. Following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without STIP amendment, contingent upon the financial balance being maintained for each fiscal year.

### MTIP Purpose and Scope in Oregon State

The development of the Oregon STIP is also geared towards giving the public, elected officials, state and local staff, transit providers, tribes, and other interested parties the opportunity to submit and then review projects for consistency with regional, local, and state plans and their goals and policies. However, the timing of Walla Walla Valley M/RTIP, Washington STIP, and Oregon STIP development activities are generally not concurrent.

The Oregon-specific TIP projects also require approval by the WWVMPO/SRTPO Policy Board, the Federal Highway Administration and Federal Transit Administration, as well as the Oregon Department of Transportation and the Oregon Governor's Office.

- ◆ With an effective date of October 1, 2020, the new 2021-2024 STIP for WWVMPO's Oregon members was developed ahead of the WWVMPO/SRTPO 2022-2027 M/RTIP, and the Oregon-specific projects are included in this M/RTIP to inform the public.
- ◆ The development of the new 2024-2027 STIP began in July 2020. Completion of this next STIP is anticipated in summer of 2023.

ODOT is responsible for the statewide coordination of the Oregon STIP. The Oregon STIP process and project list can be found at: <https://www.oregon.gov/odot/stip/pages/index.aspx>.

Once local agency projects are programmed, ODOT manages the local portion of the federal highway funds on a first-come first-served basis and, in coordination with local jurisdictions, may choose to

exchange the federal funds for state funds. If local jurisdictions are recipients of federal funds, following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without STIP amendment, contingent upon the financial balance being maintained for each fiscal year.

## Intermodal/Multimodal Provisions

The WWVMPO/SRTPO and its member entities recognize that quality of life, which is highly valued by regional stakeholders and the public, is inherently improved through the advancement of pedestrian and bicycle related transportation projects. Therefore, all projects listed in the 2023-2028 M/RTIP have considered context-sensitive provisions for pedestrian and bicycle transportation modes to the extent possible.

## NHS Facility Certification

Following the adoption of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012, the National Highway System (NHS) was greatly expanded. Accounting for 37.99 miles in the WWVMPO/SRTPO area, local agencies with NHS routes are responsible for maintaining those roadway segments. Because of their national and strategic significance, NHS routes are deemed to be of greater importance than non-NHS routes. The emphasis on importance of the NHS routes was carried forward into the FAST Act of 2015.

The WWVMPO/SRTPO certifies that the regionally significant state and local National Highway System routes have been given appropriate priority throughout M/RTIP programming process.

## Performance Management

Performance-based planning, programming, and management, focused on national transportation goals, provides the means to the most efficient investment of federal transportation funds, improves project decision-making, and increases accountability and transparency. (23 USC 150)

In 2012, the passage of the MAP-21 Act first instituted this requirement for performance-based transportation planning. The FAST Act and the Infrastructure Investment and Jobs Act, signed into law in 2015 and 2021 respectively, continue MAP-21's overall performance management approach, requiring States and Metropolitan Planning Organizations (MPOs) to undertake performance-based planning and programming to collectively make progress toward identified national goals.

These national performance goals have been established for the following seven key areas:

- ◆ Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- ◆ Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- ◆ Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- ◆ System Reliability - To improve the efficiency of the surface transportation system
- ◆ Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development



- ◆ Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- ◆ Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

State DOTs and MPOs are required to a) establish select performance targets and b) track progress towards achieving these national goals.

The following table summarizes how the WWVMPO/SRTPO has addressed each performance area:

<b>Performance Areas</b>	<b>WWVMPO Actions to Date</b>
<i>Safety</i>	MPO supports the DOTs' targets
<i>Highway Safety Improvement Program</i>	Assist DOTs
<i>Statewide &amp; Metro Planning; Non-Metro Planning</i>	Added performance measures, base line data, and progress report in 2045 Plan
<i>Transit Asset Management</i>	MPO supports Valley Transit's & Milton-Freewater's targets
<i>Pavement and Bridge Performance Measures</i>	MPO supports the DOTs' targets
<i>System Performance Measures</i>	MPO supports the DOTs' targets
<i>Asset Management Plan</i>	Assist DOTs
<i>Public Transportation Agency Safety Plan</i>	MPO supports Valley Transit's & Milton-Freewater's targets

Within the M/RTIP, federal rules call for an assessment of the anticipated performance effects of investments into the transportation system.

## Safety and the Highway Safety Improvement Program

The final rulemaking for safety has two components: Safety Performance Management Measures and the Highway Safety Improvement Program (HSIP). Five performance measures were established to assess safety performance (5-year rolling average) and carry out the HSIP. ([23 CFR 490.207\(a\)](#))

- ◆ Number of fatalities
- ◆ Rate of fatalities per vehicle miles traveled (VMT)
- ◆ Number of combined non-motorized fatalities and non-motorized serious injuries
- ◆ Number of serious injuries
- ◆ Rate of serious injuries per VMT

On February 2, 2022, the WWVMPO/SRTPO Policy Board agreed to support ODOT's and WSDOT's 2022 targets for the five safety performance targets.

## Pavement and Bridges

The final pavement and bridge condition rule outlines measures to assess pavement and bridge conditions on the National Highway System (NHS). ([23 CFR 490.307\(a\)](#) and [23 CFR 490.407\(a\)](#))

- ◆ Pavement
  - ◆ Percent of Pavements of the Interstate System in “Good” and “Poor” condition<sup>1</sup>
  - ◆ Percent of Pavements of the non-Interstate NHS in “Good” and “Poor” condition
    - ◆ Measured as: Four condition metrics for each section – International Roughness Index (IRI), rutting, faulting, and cracking percent; and three inventory data elements - through lanes, surface type, and structure type.
- ◆ Bridge
  - ◆ Percent of NHS bridges in “Good” AND “Poor” condition
    - ◆ Measured as: Good, Fair, Poor classification related to the minimum [lowest] condition rating of the deck, superstructure, substructure, and culverts (National Bridge Inventory (NBI) items 58, 59, 60, and 62, respectively)

On July 6, 2022, the WWVMPO/SRTPO took formal action to support ODOT’s applicable pavement and bridge performance measures. WSDOT’s updated 2022 targets are anticipated in October 2022.

## System Performance

FHWA released the Final Rule for System Performance ([23 CFR 490.507](#)), Freight<sup>1</sup> ([23 CFR 490.607](#)), and Congestion Mitigation and Air Quality (CMAQ)<sup>2</sup> ([23 CFR 490.707](#) and [23 CFR 490.807](#)).

- ◆ National Highway Performance Program (NHPP) –
  - ◆ Percent of Person-Miles Traveled on the Interstate System that are reliable
  - ◆ Percent of Person-Miles Traveled on the non-Interstate NHS that are reliable
    - ◆ Measured as: All traffic/vehicle data in National Performance Management Research Data Set (NPMRDS) or Equivalent (15-minute interval data)
- ◆ Freight movement on the Interstate System (NHFP) –
  - ◆ Truck Travel Time Reliability Index
- ◆ Congestion Mitigation and Air Quality (CMAQ) –
  - ◆ Annual Hours of Peak Hour Excessive Delay per Capita
  - ◆ Percent of Non-SOV Travel
  - ◆ Total Emissions Reduction

On July 6, 2022, the WWVMPO/SRTPO took formal action to support ODOT’s applicable system performance measures. WSDOT’s updated 2022 targets are anticipated in October 2022.

## Transit Asset Management

Becoming effective on October 1, 2016, the final rule required that all recipients of federal financial assistance under [49 USC Chapter 53](#), who own, operate, or manage public transportation capital assets, must develop and implement Transit Asset Management (TAM) plans. A TAM plan must include an asset inventory, condition assessments of inventoried assets, a decision-support tool, and a prioritized list of investments to improve the “State of Good Repair” (SGR) levels of their capital assets. The final rule ([49 CFR 625](#)) also established SGR standards and four associated SGR performance measures; required coordination of the performance targets with the state DOTs and MPOs; and called for the reporting of asset inventories, conditions, and performance measures through the National Transit

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<sup>1</sup> As there are no Interstate facilities in the WWVMPO/SRTPO area, Interstate-related performance measures are not applicable.

<sup>2</sup> Although located in a PM10 maintenance area, the region is below the population threshold and does not use CMAQ funding.

Database. The FTA is implementing the TAM requirements using a two-tiered approach, in order to reduce associated resource obligations for agencies operating smaller fleets:

- ◆ Tier I – A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak-time regular service across all fixed route modes or in any one non-fixed route mode; or a provider who operates rail transit.
- ◆ Tier II – A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak -time regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the WWVMPO/SRTPO, Valley Transit and Milton-Freewater Public Transportation are classified as Tier II operators. The final SGR performance measures that all Tier II Locally Operated Transit Services (LOTS) are required to adopt are:

- ◆ Equipment (Non-revenue vehicles) –
  - ◆ % of non-revenue vehicles that have met or exceeded their useful life benchmark
- ◆ Rolling Stock (Revenue Vehicles) –
  - ◆ % of revenue vehicles that have met/exceeded their useful life benchmark
- ◆ Infrastructure (Guideway)<sup>3</sup> –
  - ◆ % of track segments with performance restrictions
- ◆ Facilities –
  - ◆ % of facilities with a rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale

In compliance with the requirements of the final TAM rule, Valley Transit and Milton-Freewater Public Transportation completed their Transit Asset Management Plans by October 2018; on April 3, 2019, the WWVMPO/SRTPO adopted the respective transit SGR targets for the metropolitan area.

## Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans in accordance with [49 USC 5329](#). The PTASP rule became effective on July 19, 2019, and the compliance deadline was set for July 20, 2020. At a minimum, the final rule ([49 CFR 673](#)) requires each safety plan to include the following:

- ◆ Approval by the agency's Accountable Executive and Board of Directors (or equivalent)
- ◆ Designation of a Chief Safety Officer
- ◆ Process documentation of the agency's Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
- ◆ Employee reporting program
- ◆ Targets based on performance measures established in FTA's National Public Transportation Safety Plan (NSP)
- ◆ Criteria to address requirements and standards set in FTA's Public Transportation Safety Program and NSP

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<sup>3</sup> As this asset class includes rail fixed-guideway, track, signals, and systems, it is not applicable to Valley Transit or Milton-Freewater Public Transportation.

- ◆ Process and timeline for the annual review and periodic update of the safety plan

On June 19 and June 30, 2020, respectively, Valley Transit and Milton-Freewater Public Transportation submitted their first PTASPs and associated safety targets to the WWVMPO/SRTPO in compliance with the FTA rule. On February 3, 2021, the WWVMPO/SRTPO resolved to plan and program projects that support the respective PTASP targets declared by Milton-Freewater Public Transportation and Valley Transit.

## Progress Towards Achievement of Performance Targets

Since its establishment in 2013, the WWVMPO/SRTPO has been independently implementing elements of performance-based planning as part of its planning and programming activities. Collision data, associated collision rates, and pavement conditions have been an integral part to regional project selection, as can be seen in the detailed project selection criteria contained in [Appendix F](#).

However, in response to federal requirements, the 2023-2028 M/RTIP now also shows the anticipated effects on transportation performance in its program of projects<sup>4</sup> and includes the complete set of targets in [Appendix H](#).

## Major Projects Implemented Since the Previous TIP

Since the previous M/RTIP was approved, the following projects have obligated all associated funding, although construction may still continue until the projects' full completion:

- ◆ City of Walla Walla – Poplar Street - Colville to 5th (WA-11548)
- ◆ City of Walla Walla/WSDOT – 9th Ave and Plaza Way/Dalles Military Intersection and Street Improvements (WA-02008)
- ◆ Walla Walla County – Abbott Road MP 0.25 to MP 0.50 (WA-12659)
- ◆ Walla Walla County – Mill Creek Rd. MP 1.10 to MP 3.96 (WA-09572)
- ◆ WSDOT – SR 125/Oregon State Line to Military Road – ADA Compliance (512501Y36)
- ◆ WSDOT – SR 125/Plaza Way Vic Stage 2 - Sidewalk Improvements (512502S-36)
- ◆ WSDOT – SR 125/Plaza Way – Railroad Crossing Improvements (512502R36)

## Financial Plan

Fiscal feasibility is a significant priority in determining the final list of 2023-2028 M/RTIP transportation improvements. Federal and state requirements mandate that this document be fiscally constrained and only include projects that can reasonably be expected to have adequate funding.

## Funding Sources

The 2023-2028 M/RTIP is funded from a variety of federal, state, and local sources. A list of the most common funding programs is shown in [Appendix I](#). It is important to note that not all state and locally funded projects have to be programmed in the M/RTIP, unless one or more of the following conditions apply:

- ◆ State or local funds are used to match federal dollars;
- ◆ Projects that require federal approval or other formal federal action; or
- ◆ The state or locally funded projects are of regional significance.

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<sup>4</sup> Not included in the project matrix is a reference to transit safety since the performance is tied to operational practices and policies.

## Fiscal Constraint

The M/RTIP covers six years of projects from 2023 to 2028. Placement of M/RTIP projects is based on priority; projects to be obligated in 2023 are the highest priority and include carry-over projects from 2022.

The M/RTIP has to demonstrate fiscal constraint for federal Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA, an STBG set-aside) funding, which is tied directly to the anticipated allocations for the WWVMPO/SRTPO provided through WSDOT. Close coordination between WSDOT and the agency allowed the estimation of STBG and TA funding from 2023 through 2026. The table below summarizes the associated funding assumptions, which are based on final allocations received in federal fiscal year (FFY) 2022.

<b>STBG (WA)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total 2023-2026</b>
Urban	\$765,004	\$765,004	\$765,004	\$765,004	\$3,060,016
Rural	\$624,888	\$624,888	\$624,888	\$624,888	\$2,499,552
Any Area	\$235,721	\$235,721	\$235,721	\$235,721	\$942,884
<b>Yearly Total</b>	<b>\$1,625,613</b>	<b>\$1,625,613</b>	<b>\$1,625,613</b>	<b>\$1,625,613</b>	<b>\$6,502,452</b>
Funds Carry-Over to 2023	\$1,295,191				\$1,295,191
2022-2025 Projects carried	-\$1,256,500	-\$1,182,260			-\$2,438,760
<b>STBG Available for Newly Programmed Projects</b>					<b>\$5,358,883</b>

<b>TA (WA)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total 2023-2026</b>
Urban	\$70,780	\$70,780	\$70,780	\$70,780	\$283,120
Rural	\$15,166	\$15,166	\$15,166	\$15,166	\$60,664
Any Area	\$41,529	\$41,529	\$41,529	\$41,529	\$166,116
<b>Yearly Total</b>	<b>\$127,475</b>	<b>\$127,475</b>	<b>\$127,475</b>	<b>\$127,475</b>	<b>\$509,900</b>
Funds Carry-Over to 2023	\$57,067				\$57,067
2022-2025 Projects carried	\$0				\$0
<b>TA Available for Newly Programmed Projects</b>					<b>\$566,967</b>

Source: WSDOT financial data

STBG and TA funding not tied to 2022-2027 M/RTIP carry-over projects, will be available for assignment to new projects through a statewide STBG and TA call for projects, which will take place in late 2022. Placement of the projects within the first four years of this M/RTIP is based on project priority as well as available funding for the respective urban, rural, and any area categories; carry-over projects retain their original timing whenever possible.

[Appendix A](#) provides a funding summary by source for all projects within the MPO/SRTPO area in Washington State. [Appendix B](#) expands upon this financial information and demonstrates the required fiscal constraint for each source of federal funding by year in greater detail. [Appendix C](#) then provides detailed project descriptions and financial information by project phase and source for all projects within the MPO/SRTPO area in Washington State, whereas detailed information on Oregon MPO area projects is shown in [Appendix D](#). It is important to note that although this M/RTIP discloses project descriptions and financial details for all WWVMPO/SRTPO projects, it does not include Oregon-specific

project funding in the fiscal constraint calculation, as the 2021-2024 ODOT STIP has already gone through the required review and approval process.

## M/RTIP Amendment Process

The WWVMPO/SRTPO will develop the calendar year (CY) 2023 internal amendment schedule for Washington State and Oregon projects by November 2022. Each member agency's request for an M/RTIP amendment must include the project title, description, cost, funding sources, implementation schedule, and reason for the amendment. The project amendment will undergo the same review process required of the original project submission to assure compliance with federal and state laws and consistency with the 2045 Plan.

### Amendment to WA MPO/SRTPO Projects

Local jurisdictions or agencies located in Washington may submit a request for an M/RTIP amendment according to the internal schedule, which is based on guidance provided by WSDOT.

The M/RTIP is required to be amended for a project within Washington State, if any of the conditions listed in the table on the following page are met.<sup>5</sup>

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<sup>5</sup> The STIP Administration table was extracted from Appendix C of WSDOT's current 2022-2025 STIP document, which can be accessed at <https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stip>.

<b>STIP Administration</b>		<b>Appendix C</b>
<u><b>Amendment</b></u> <sup>1</sup>	<u><b>Administrative Modifications</b></u> <sup>2</sup>	<u><b>Updates Not Requiring STIP Change</b></u>
<i>See Section VII STIP Management - STIP Amendments &amp; Administrative Modifications of the STIP document for definition.</i>	<i>See Section VII STIP Management - STIP Amendments &amp; Administrative Modifications of the STIP document for definition. The following do not require the STIP to be modified prior to federal authorization of the project. However, the STIP must be updated to align with MPO requirements and reflect the changes as soon as possible.</i>	<i>The following do not require the STIP to be changed, as they will be reflected in the annual obligation report or subsequent STIP as applicable.</i>
Adding a New Project	Revisions to lead agency	Moving a project within the four years of the TIP or STIP.
Deleting a Project	Adding a prior phase of a project not previously authorized	Changes in a projects federal fund source(s) (any change from IM to NHS or STP etc., is an update only as this is a funds management action)
Changes to a project's total programmed amount* greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases. * Total programmed amount = A project's current 4-year STIP total of programmed funds	Changes to a project's total programmed amount* less than 30% (or any amount less than \$3 million). This includes adding or subtracting funds from currently programmed phases. <u>Note:</u> In order to reprogram funds decreased from a project or phase (i.e. adjust to award), the STIP will need to be updated prior to or at the same time funds are being reprogrammed. * Total programmed amount = A project's current 4-year STIP total of programmed funds	Any and/or all federal funds currently programmed in the STIP for a particular project without consideration of the phase split. For example: Programmed amounts are: PE – 1,000,000 CN – 4,000,000 Authorization for PE of 1,750,000 is allowed without a change to the STIP since the funds are programmed. <b>OR</b> Authorization for CN of 5,000,000 if the funds were not utilized for PE.
Major Scope Changes		
Changes to a project that affects Air Quality Conformity	Minor changes or errors in project information such as: environmental type, right of way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.	All adjustments in a project's funding authorization for award of a contract.
Adding a future phase of a project		
Adding Federal dollars to a project currently in the TIP/STIP that does not have federal funds ( <i>federalizing a project</i> ).		

<sup>1</sup> Amendments will continue monthly January through October

<sup>2</sup> Administrative modifications will be updated monthly and available via the on-line STIP. FHWA/FTA will be provided listing twice a year with the January and October amendment submittals. Additionally, financial feasibility will be shown in the original STIP and updated twice a year in the January and October amendment submittals to FHWA/FTA.

## Amendment to OR MPO Projects

Local jurisdictions or agencies located in Oregon may submit a request for an M/RTIP amendment according to the internal schedule. Although ODOT accepts amendments to the STIP on a daily basis, the WWVMPO must follow the established schedule prior to the ODOT STIP submission process to allow for public review and subsequent approval of TIP amendments by its Technical Advisory Committee and Policy Board.

The M/RTIP is required to be amended for an Oregon project if it meets any of the conditions in the following amendment categories listed below.<sup>6</sup>

**Figure 1: ODOT – FTA – FHWA Amendment Matrix**

FULL AMENDMENTS	
1	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ by addition of non-exempt projects**</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>- Projects under \$500K – increase/decrease over 50%</li> <li>- Projects \$500K to \$1M – increase/decrease over 30%</li> <li>- Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

\*\* Non-Exempt: Projects that are not included in 40 CFR 93.126, 40 CFR 93.127 and 40 CFR 93.128

<sup>6</sup> The Amendment Matrix was extracted from ODOT’s current 2021-2024 STIP document, which can be accessed at <https://www.oregon.gov/odot/STIP/Pages/Current-Future-STIP.aspx#CurrentSTIP>.



## M/RTIP Projects

The 2023-2028 M/RTIP list<sup>7</sup> of projects contains all federally funded or regionally significant transportation improvements in the WWVMPO/SRTPO area. Details for each project are found in [Appendix C](#) and [Appendix D](#) for Washington State and Oregon projects, respectively. For air quality conformity determination purposes, it is important to note that all projects are exempt from project conformity per [40 CFR 93.126](#), with the exception of the WSDOT’s “US 12/Wallula to Nine Mile Hill – Build New Highway” project, which will need to be reviewed to determine if an air quality consultation is required.

### Funded Projects

#### Washington MPO/SRTPO Area

Safety	Pavement	Bridge	System PM3	Transit SGR	Washington Locally Sponsored Projects
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
++	o		o		College Ave Post Office Crosswalk (WA-13171) – City of College Place – 2023-2024
+	o		o		College/Southside Development Intersection #1 (WA-11687) – City of College Place – 2023-2024
+	++		++		Mojonnier Road Reconstruction (WA-11693) – City of College Place – 2023-2025
+	++		+		SE 12th Street (College to Larch) (WA-11672) – City of College Place – 2023-2025
+	++		+		SE Birch Avenue Reconstruction (4th to 6th) (WA-13603) – City of College Place – 2023-2024
+	++		+		SW 10th Street Reconstruction (College to Western Dead End) (WA-13605) – City of College Place – 2023-2025
+	o		+		Whitman Drive & Larch Avenue Intersection (new signal) (WA-11694) – City of College Place – 2025-2026
+	++		+		2nd Avenue Pavement Restoration (WA-13990) – City of Walla Walla – 2023
+	+		+		Alder Street – Roosevelt to Brock (WA-12445) – City of Walla Walla – 2023-2025
		++			Citywide Preventative Bridge Maintenance (WA-14814) – City of Walla Walla – 2023-2025
++	++		++		Pine Street TBD - 2nd Avenue to 9th Avenue (WA-14136) – City of Walla Walla – 2023-2025
+	++		+		Rose Street Pavement Preservation (WA-13991) – City of Walla Walla – 2023
+	o		+		Rose/Colville & Rose/Palouse Intersection Improvements (WA-14739) – City of Walla Walla – 2023-2024

<sup>7</sup> Projects (or phases) planned for implementation in 2027 and 2028 extend beyond the 2023-2026 fiscally constrained TIP.

Safety	Pavement	Bridge	System PM3	Transit SGR	<b>Washington Locally Sponsored Projects</b>
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
+	++		+		Tietan - Modoc to Howard IRRP (WA-14734) – City of Walla Walla – 2025-2027
++		o			Bridge Guardrail Safety Improvements- Bussell Bridge, Last Chance Bridge, Paul School Bridge (WA-14196) – Walla Walla County – 2023
	+	+	+		Deck Repair - Hart Bridge and Gose Street Bridge (WA-14594) – Walla Walla County – 2023-2025
		++			Dell Sharpe Bridge on Pettyjohn Road, MP 5.20 to MP 5.80 (WA-10425) – Walla Walla County – 2023-2024
+	++		+		Fishhook Park Road MP 0.00 to MP 1.40 (WA-06922) – Walla Walla County – 2023-2024
		++			Five Mile Bridge on Five Mile Road MP 2.48 to MP 2.82 (WA-14592) – Walla Walla County – 2023-2025
++	+		+		Lower Waitsburg Road MP 4.23 to MP 6.25 (WA-02119) – Walla Walla County – 2023-2024
+	++		o		Lyons Ferry Road MP 0.20 to MP 2.81 (WA-01926) – Walla Walla County – 2023-2026
++	++		+		Mill Creek Road MP 6.50 to MP 8.00 (WA-13155) – Walla Walla County – 2023-2025
++	+		o		Peppers Bridge Road MP 0.36 to MP 1.61 (WA-01920) – Walla Walla County – 2023
		++			Wallula Avenue MP 0.00 to MP 0.20 Wallula Bridge (WA-13997) – Walla Walla County – 2023-2025

Safety	Pavement	Bridge	System PM3	Transit SGR	<b>WSDOT State-sponsored Projects</b>
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
o	++		o		Asphalt/Chip Seal Preservation Walla Walla Valley Metropolitan Planning (BPWWV) – WSDOT – 2023-2028
++	o		++		SR 125/Plaza Way - Railroad Crossing Improvements (512502R36) – WSDOT – 2023
		++			US 12/US 12 Over Abandoned Railroad - Bridge Painting (501218C36) – WSDOT – 2023-2024
		++			US 12/Walla Walla River Bridge - Bridge Painting (501218D36) – WSDOT – 2023-2024

Safety	Pavement	Bridge	System PM3	Transit SGR	<b>WSDOT State-sponsored Projects</b>
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
++	+		+		US 12/Wallula to Nine Mile Hill – Build New Highway <sup>8</sup> (501203A36) – WSDOT – 2023
++	o		o		SR 730/3.0 miles North of Oregon Border – Rockfall Prevention (573001G36) – WSDOT – 2023
++	o		o		SR 730/4.1 miles North of Oregon Border – Rockfall Prevention (573001H36) – WSDOT – 2023
++	o		o		SR 730/4.4 miles North of Oregon Border – Rockfall Prevention (573001I36) – WSDOT – 2023
++	o		o		SR 730/5.2 miles North of Oregon Border – Rockfall Prevention (573001J36) – WSDOT – 2023

Safety	Pavement	Bridge	System PM3	Transit SGR	<b>Washington Public Transit-sponsored Projects</b>
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
			++	o	General Labor Operating FFY 2026 (2001) – Valley Transit – 2026
			++	o	General Labor Operating FFY 2027 (2206) – Valley Transit – 2027
			++	++	Replace One (1) Small Heavy-Duty Transit Bus (1902) – Valley Transit – 2023
			++	++	Replace up to Four (4) Heavy Duty Transit Bus (2110) – Valley Transit – 2023
			o	o	Valley Transit Main Facility Security Fence and Accessibility Upgrades (1707) – Valley Transit – 2023

### Oregon MPO Area

Safety	Pavement	Bridge	System PM3	Transit SGR	<b>ODOT State-sponsored Projects</b>
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
+			+		Region 5 ADA curb ramps (22754) – ODOT – 2023
+			+		Umatilla/Morrow county curb ramps (22398) – ODOT – 2023

<sup>8</sup> This project will need to be reviewed to determine if an air quality consultation is required.

Safety	Pavement	Bridge	System PM3	Transit SGR	Oregon Public Transit-sponsored Projects
<b>Anticipated Impact:</b> Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
			++	o	Enhanced Mobility Program - Umatilla Co FFY22 (21974) – ODOT Transit Section – 2023
			++	o	Enhanced Mobility Program - Umatilla Co FFY23 (21983) – ODOT Transit Section – 2023
			++	o	Enhanced Mobility Program - Umatilla Co FFY24 (21993) – ODOT Transit Section – 2024
			++	++	Oregon Transportation Network - Umatilla Co FFY22 (22027) – ODOT Transit Section – 2023
			++	++	Oregon Transportation Network - Umatilla Co FFY23 (22043) – ODOT Transit Section – 2023
			++	++	Oregon Transportation Network - Umatilla Co FFY24 (22055) – ODOT Transit Section – 2024

## List of Illustrative Projects (Planned - Funding is not Secured)

### WA MPO/SRTPO Area

#### City of College Place

- ◆ College Ave/SR 125 Intersection (WA-11690) – 2028-2030
- ◆ College/Southside Development Intersection #2 (WA-11688) – 2023-2024
- ◆ NE Rose Street Complete Streets Lighting Project (Ash to Carey Ct) (WA-14317) – 2024-2025
- ◆ SE 12th St & SE Larch Avenue Intersection (WA-11676) – 2023-2024
- ◆ SE 12th St (Larch to Myra) (WA-11696) - 2024-2026
- ◆ SE 9th Street Reconstruction (College Avenue to Dead End) (WA-13604) - 2023-2025
- ◆ Southside Development East-West Corridor (WA-11671) - 2023-2024
- ◆ SW Davis/SE Ash (4th to Whitman) Complete Street Couplet Project (WA-14318) - 2024-2026
- ◆ W Whitman Dr - half street (Doans to City Limits) (WA-12414) - 2026-2028
- ◆ Whitman Drive Complete Street Project (Academy to Adams) (WA-14319) - 2024-2026

#### City of Waitsburg

- ◆ Bolles Road Overlay (WA-08037) - 2024
- ◆ Coppei Creek Bridge Replacement (Waitsburg7) - 2027-2028
- ◆ Harmon Street Sidewalk (WA-13752) - 2023-2024
- ◆ Main Street Overlay (WA-12972) - 2024
- ◆ Touchet Valley Trail (WA-12973) - 2028

#### City of Walla Walla

- ◆ 3rd Avenue Bridge Replacement over Garrison Creek (WA-14745) - 2028
- ◆ 4th Avenue Bridge Replacement over Mill Creek (WA-13891) - 2023-2024

- ◆ 5th Avenue Bridge Removal over Mill Creek (WA-14743) - 2023-2024
- ◆ 6th Avenue Bridge Removal over Mill Creek (WA-14744) - 2028
- ◆ Bryant Avenue Corridor Planning (WA-14735) - 2026
- ◆ Chase Avenue Bridge Replacement over Garrison Creek (WA-14746) - 2024-2025
- ◆ Chestnut - 2nd to Howard IRRP (WA-12444) - 2025
- ◆ Cottonwood Road Pedestrian Bridge (WA-14741) - 2028
- ◆ Fern & Abbott Intersection Reconstruction Project (WA-14733) - 2028
- ◆ Fern Avenue Corridor Planning (WA-14736) - 2027
- ◆ Howard Street - Juniper to Tietan (WA-11550) - 2024-2026
- ◆ Main Street Pedestrian Improvements - 5th to 6th (WA-13886) - 2025
- ◆ Merriam Sidewalk Improvement - Alder to Hobson (WA-13884) - 2023
- ◆ Myra Road - SR125 to Taumarson Road (WA-10606) - 2028
- ◆ Plaza Way - Village to Taumarson (WA-11549) - 2023
- ◆ Poplar Street - 14th to Myra (WA-13200) - 2023-2024
- ◆ Poplar Street - 5th to 14th IRRP (WA-11551) - 2023-2024
- ◆ School Avenue - Pleasant Street Intersection Reconfiguration (WA-13201) - 2023-2024
- ◆ School Avenue Corridor Planning (WA-14738) - 2024
- ◆ School Avenue Improvement - Bryant to Amelia (WA-10598) - 2028
- ◆ School Avenue Sidewalks (WA-14740) - 2027
- ◆ Sumach Street Ped Improvements - Clinton to End of Road (WA-14742) - 2028
- ◆ Sumach/Rose/Rees Area Improvements (WA-13888) - 2023
- ◆ Tietan Sidewalks - 4th Avenue to Plaza Way (WA-10607) - 2026
- ◆ Wilbur Avenue Corridor Planning (WA-14737) – 2025

### Valley Transit

- ◆ Dial-A-Ride Storage Facility Expansion (1804) - 2023
- ◆ Expand the Main Facility Parking Lot (1806) - 2024
- ◆ Facility Renovation and Energy Efficiency Improvements (1304) - 2024
- ◆ Maintenance Facility Improvements - CNG Mitigation and Energy Improvements (1511) - 2023
- ◆ Purchase (1) Paratransit Vehicle (2205) - 2025
- ◆ Purchase and Install up to Ten (10) Inductive Charging Pads (2307) - 2025
- ◆ Replace Fuel and Waste Oil Underground Storage Tanks (1705) - 2025
- ◆ Replace Main Facility Roof (2305) - 2025
- ◆ Replace one (1) Heavy Duty Transit Buses (2202) - 2025
- ◆ Replace three (3) Heavy-Duty Transit Buses (1904) - 2027
- ◆ Replace up to Five (5) Vanpool Vehicles (1502) - 2023
- ◆ Replace up to Four (4) Paratransit Vehicles (2701) - 2027
- ◆ Replace up to Three (3) Heavy-Duty Transit Buses (2302) - 2026
- ◆ Replace up to Three (3) Heavy-Duty Transit Buses (1204) - 2025
- ◆ Replace up to Three (3) Paratransit Vehicles (1901) - 2024
- ◆ Replace up to Three (3) Paratransit Vehicles (2203) – 2026

## Walla Walla County

- ◆ 3rd Avenue South MP 1.66 to MP 1.90 (WA-02312) - 2028
- ◆ Adair Road (B) MP 0.00 to MP 0.27 (WA-10446) - 2028
- ◆ Ash Street (B) MP 0.00 to MP 0.18 (WA-10453) - 2028
- ◆ Beet Road MP 0.71 to MP 1.41 (WA-06146) - 2024-2026
- ◆ Birch Street (B) MP 0.00 to MP 0.25 (WA-10451) - 2028
- ◆ Biscuit Ridge Road MP 2.53 (Culvert) (WA-13156) - 2028
- ◆ Cherry Street (B) MP 0.00 to MP 0.25 (WA-10450) - 2028
- ◆ CM Rice Road MP 6.40 to MP 6.80 (WA-10421) - 2025-2027
- ◆ Cochran Street (D) Culvert Replacement (WA-10461) - 2028
- ◆ Columbia Road (B) MP 0.00 To MP 0.27 (WA-08502) - 2028
- ◆ Columbia School Road N. (B) MP 0.00 To MP 0.17 (WA-08478) - 2028
- ◆ Coppei Road MP 1.20 to MP 1.70 (WA-10429) - 2028
- ◆ Dague Road MP 0.00 to MP 0.25 (WA-10436) - 2028
- ◆ Depping Road MP 0.00 To MP 0.75 (WA-08477) - 2027
- ◆ Depping Road MP 0.30 To MP 0.60 (Culvert) (WA-11620) - 2028
- ◆ Dodd Road MP 6.30 to MP 10.28 (WA-10458) - 2028
- ◆ Electric Avenue MP 0.00 to MP 1.07 (WA-11619) - 2027
- ◆ Eureka North Road MP 2.80 to MP 3.60 (WA-10431) - 2027
- ◆ Fern Avenue MP 1.10 (Decommission Stormwater Outfall) (WA-08500) - 2028
- ◆ Fifth Avenue (B) MP 0.00 to MP 0.05 (WA-10447) - 2028
- ◆ Fishhook Park Road MP 1.40 to MP 2.92 (WA-10407) - 2024-2026
- ◆ Fletcher Road MP 0.00 to MP 0.10 (WA-08467) - 2028
- ◆ Fourth Avenue (B) MP 0.00 to MP 0.21 (WA-08532) - 2028
- ◆ Fredrickson Road MP 0.90 to MP 1.21 (WA-02325) - 2027
- ◆ Harvey Shaw Road MP 0.03 to MP 2.00 (WA-10414) - 2025-2027
- ◆ Harvey Shaw Road MP 2.00 to MP 3.35 (WA-01935) - 2024-2026
- ◆ Harvey Shaw Road MP 3.35 to MP 3.60 (WA-02094) - 2028
- ◆ Harvey Shaw Road MP 5.43 to MP 8.05 (WA-10409) - 2024-2026
- ◆ Humorist Road E. At Slough MP 2.20 To MP 2.78 (WA-10412) - 2027
- ◆ Humorist Road W. MP 0.19 To MP 0.89 (WA-08499) - 2028
- ◆ J B George Road MP 0.10 to MP 0.74 (WA-01883) - 2028
- ◆ Lake Road MP 0.10 to MP 1.00 (WA-10440) - 2026
- ◆ Largent Road (B) MP 0.00 to MP 0.27 (WA-10443) - 2028
- ◆ Last Chance Road MP 1.00 to MP 1.50 (WA-10439) - 2025-2027
- ◆ Lewis Peak Road MP 0.00 to MP 9.24 (WA-01939) - 2024-2026
- ◆ Lovers Lane MP 0.00 to MP 1.25 (WA-10422) - 2027
- ◆ Lower Dry Creek Road MP 0.67 to MP 2.50 (WA-02120) - 2025-2027
- ◆ Lower Hogeeye Road, Substation Bridge MP 0.00 to MP 0.25 (WA-10438) - 2024-2026
- ◆ Lower Monumental Road MP 6.30 to MP 7.60 (WA-10428) - 2028
- ◆ Lower Waitsburg Road MP 11.40 to MP 12.40 (WA-08530) - 2025-2027
- ◆ Lower Waitsburg Road MP 13.50 to MP 14.78 (WA-02115) - 2025-2027
- ◆ Lower Whetstone Road MP 0.00 to MP 2.20 (WA-10437) - 2027

- ◆ Lucas Road (B) MP 0.00 to MP 0.27 (WA-10456) - 2028
- ◆ Luckenbill Road, Marbach Corner Bridge MP 1.80 to MP 2.20 (WA-09561) - 2025-2027
- ◆ Lyons Ferry Road MP 14.20 to MP 14.60 (WA-10423) - 2024-2026
- ◆ Lyons Ferry Road MP 22.42 to MP 22.72 DeRuwe Bridge (WA-13999) - 2028
- ◆ Lyons Ferry Road MP 3.65 Wiseman Intersection (WA-13157) - 2028
- ◆ Main Street (B) MP 0.00 to MP 0.21 (WA-10448) - 2028
- ◆ Main Street (T) MP 0.06 to MP 0.30 (WA-10444) - 2028
- ◆ Maple Street W (B) MP 0.00 to MP 0.42 (WA-10449) - 2028
- ◆ McDonald Road MP 0.00 to MP 1.30 (WA-10426) - 2025-2027
- ◆ McKay Alto Road MP 0.00 to MP 1.28 (WA-10406) - 2024-2026
- ◆ Middle Waitsburg Road MP 11.65 to MP 13.00 (WA-08475) - 2024-2026
- ◆ Middle Waitsburg Road MP 14.40 to MP 16.41 (WA-10411) - 2025-2027
- ◆ Middle Waitsburg Road MP 3.19 to MP 4.80 (WA-13996) - 2024-2026
- ◆ Mill Creek Road MP 10.26 to MP 10.51 Kooskooskie Bridge (WA-13998) - 2025-2027
- ◆ Mission Road MP 0.00 To MP 1.51 (WA-08479) - 2024-2026
- ◆ Mojonier Road MP 0.14 to MP 1.59 (WA-01889) - 2024-2026
- ◆ Mud Creek Road MP 3.00 TO MP 3.50 (WA-10420) - 2025-2027
- ◆ Paxton Bridge 3rd Avenue South MP 2.35 to MP 2.65 (WA-01944) - 2023-2024
- ◆ Peppers Bridge Road MP 1.67 to MP 2.28 (WA-10434) - 2027
- ◆ Plaza Way MP 0.00 to MP 0.32 (WA-02323) - 2025-2027
- ◆ Plaza Way MP 0.32 to MP 0.58 (WA-02321) - 2028
- ◆ Poplar Street (B) MP 0.00 to MP 0.25 (WA-10452) - 2028
- ◆ Reinken Blvd. MP 0.00 To MP 0.42 (WA-08463) - 2028
- ◆ Reser Road MP 0.49 to MP 0.97 (Fern to Wilbur) (WA-04766) - 2027
- ◆ Reser Road MP 0.97 to MP 1.23 (WA-01888) - 2025-2027
- ◆ Reser Road MP 3.29 to MP 5.19 (WA-01922) - 2024-2026
- ◆ Russell Creek Road MP 0.00 to MP 0.86 (WA-02112) - 2027
- ◆ Russell Creek Road MP 2.90 to MP 3.50 (WA-10432) - 2027
- ◆ Scenic Loop Road MP 1.47 to MP 2.00 (WA-04645) - 2027
- ◆ Scenic Loop Road MP 2.00 to MP 4.17 (WA-04644) - 2024-2026
- ◆ School Avenue MP 0.00 To MP 1.11 (WA-08469) - 2025-2027
- ◆ School Avenue MP 0.96 (Decommission Stormwater Outfall) (WA-10442) - 2028
- ◆ Second Avenue (B) MP 0.00 To MP 0.61 (WA-08466) - 2028
- ◆ Shea Road MP 0.00 To MP 0.18 (WA-08494) - 2028
- ◆ Sheffler Road MP 11.20 to MP 11.90 (WA-10435) - 2028
- ◆ Sheffler Road MP 3.90 to MP 5.39 (WA-10430) - 2028
- ◆ Sheffler Road MP 7.30 to MP 9.40 (WA-10418) - 2027
- ◆ Sheffler Road MP 9.40 to MP 10.60 (WA-10455) - 2028
- ◆ Smith Road MP 0.74 to MP 1.24 (WA-10424) - 2028
- ◆ Smith Spring Road Ken Noble Bridge MP 3.30 to MP 3.60 (WA-02123) - 2028
- ◆ South Fork Coppei MP 0.06 To MP 0.25 Ganguet Bridge (WA-08498) - 2025-2027
- ◆ Spring Creek Road MP 3.85 To MP 4.30 (WA-08480) - 2027
- ◆ Spring Valley Road MP 6.60 to MP 6.73 (WA-10427) - 2027

- ◆ Stateline Road, Pine Creek No. 2 Bridge MP 2.10 To MP 2.63 (WA-01942) - 2024-2026
- ◆ Stovall Road MP 0.90 to MP 2.00 (WA-10413) - 2024-2026
- ◆ Sudbury Road MP 11.60 to MP 17.00 (WA-10459) - 2028
- ◆ Teri Road (B) MP 0.00 to MP 0.20 (WA-10457) - 2028
- ◆ Touchet North Road MP 5.03 to MP 6.00 (WA-10460) - 2025-2027
- ◆ Touchet North Road (Hoffer Cut) MP 2.40 to MP 2.90 (WA-10441) - 2028
- ◆ Wallula Avenue MP 0.20 To MP 1.84 (WA-08460) - 2024-2026
- ◆ Walnut Street (B) MP 0.00 to MP 0.25 (WA-10445) - 2028
- ◆ Whitely Road MP 0.20 to MP 0.40-Stormwater (WA-08471) - 2028
- ◆ Wilbur Avenue MP 0.50 to MP 0.75 (WA-10433) - 2028

**Washington State Department of Transportation (WSDOT) – South Central Region**

- ◆ SR 125 Spur/N 13th Ave to Myra Road - ADA Compliance (512501Z36) – 2027
- ◆ US 12/Walla Walla - Crawford Dr to Fraizier Dr Noise Walls (501215V36) – 2027
- ◆ Untitled US 12/Touchet River Bridge Replacement (pending project ID) – 2027-2028



## Appendices

### Appendix A - WA MPO/SRTPO Funding Summary by Source

#### Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

Fund Code	Description	Funds (to nearest dollar)			Total
		Federal	State	Local	
<b>5307</b>					
	2023 Obligation Costs	4,171,497		1,042,875	5,214,372
	2026 Obligation Costs	800,000		800,000	1,600,000
<b>5310</b>					
	2023 Obligation Costs	37,362	9,341		46,703
	2024 Obligation Costs	19,000	4,750		23,750
<b>5339</b>					
	2023 Obligation Costs	84,000		21,000	105,000
<b>HSIP</b>					
	2023 Obligation Costs	1,233,825	18,323		1,252,148
<b>NHFP</b>					
	2025 Obligation Costs	1,200,000			1,200,000
<b>NHPP</b>					
	2023 Obligation Costs	2,056,810	20,167		2,076,977
	2024 Obligation Costs	5,203,984	113,187		5,317,171
	2025 Obligation Costs	12,661,242	253,225		12,914,467
	2026 Obligation Costs	15,780,032	347,381		16,127,413
<b>STBG (BR)</b>					
	2023 Obligation Costs	1,728,860		277,337	2,006,197
	2024 Obligation Costs	5,790,295		1,629,973	7,420,268
	2025 Obligation Costs	10,630,440			10,630,440
<b>STBG (R)</b>					
	2023 Obligation Costs	1,036,500		13,500	1,050,000
	2024 Obligation Costs	1,182,260		244,690	1,426,950
<b>STBG (UM)</b>					
	2024 Obligation Costs	220,000		40,000	260,000
<b>STBG (WSDOT)</b>					
	2023 Obligation Costs	6,507,053	133,931		6,640,984
	2024 Obligation Costs	130,580			130,580
	2026 Obligation Costs	1,589,017			1,589,017
<b>STBG (ODOT)</b>					
	2023 Obligation Costs	11,430,171	1,308,234		12,738,405
	2024 Obligation Costs	230,339	26,363		256,702

Fund Code	Description	Funds (to nearest dollar)			Total
		Federal	State	Local	
<b>WFL</b>					
	2023 Obligation Costs	262,503		40,969	303,472
	2024 Obligation Costs	60,550		9,450	70,000
	2025 Obligation Costs	1,703,010		265,788	1,968,798
<b>CRAB</b>					
	2023 Obligation Costs		108,000	12,000	120,000
	2024 Obligation Costs		1,715,400	489,200	2,204,600
	2026 Obligation Costs		2,475,000	275,000	2,750,000
<b>State (includes CWA, and WSDOT - Other)</b>					
	2023 Obligation Costs		22,779,269	154,269	22,933,538
	2025 Obligation Costs		1,581,189		1,581,189
<b>Local</b>					
	2023 Obligation Costs			3,040,263	3,040,263
	2024 Obligation Costs			1,182,500	1,182,500
	2025 Obligation Costs			6,500,810	6,500,810
	2026 Obligation Costs			231,375	231,375
<b>Grand Total of all Fund Codes:</b>		<b>85,749,330</b>	<b>30,893,760</b>	<b>16,270,999</b>	<b>132,914,089</b>

Source: SAW Access and ODOT STIP – September 16, 2022

## Appendix B - WA MPO/SRTPO Fiscal Constraint Overview by Year

The M/RTIP for the WWVMPO/SRTPO demonstrates that it is a financially realistic program. Projected revenues by program are equal to or greater than the estimated cost of programmed projects for each year.

\*Refer to *Appendix I* for detailed information on funding sources

Fund Type* Year	Starting Balance (carryover)	Annual Allocation	Total Available Revenue	Total Amount Programmed	Ending Balance (carryover)	
STBG Regional (US, R, Any Area)	2023	\$1,295,191	\$1,625,613	\$2,920,804	\$1,256,500	\$1,664,304
	2024	\$1,664,304	\$1,625,613	\$3,289,917	\$1,182,260	\$2,107,657
	2025	\$2,107,657	\$1,625,613	\$3,733,270	\$0	\$3,733,270
	2026	\$3,733,270	\$1,625,613	\$5,358,883	\$0	\$5,358,883
TA Regional (US, R, Any Area)	2023	\$57,067	\$127,475	\$184,542	\$0	\$184,542
	2024	\$184,542	\$127,475	\$312,017	\$0	\$312,017
	2025	\$312,017	\$127,475	\$439,492	\$0	\$439,492
	2026	\$439,492	\$127,475	\$566,967	\$0	\$566,967
FTA 5307	2023	\$0	\$4,171,497	\$4,171,497	\$4,171,497	\$0
	2024					
	2025					
	2026	\$0	\$800,000	\$800,000	\$800,000	\$0
FTA 5310	2023	\$0	\$37,362	\$37,362	\$37,362	\$0
	2024	\$0	\$19,000	\$19,000	\$19,000	\$0
	2025					
	2026					
FTA 5339	2023	\$0	\$84,000	\$84,000	\$84,000	\$0
	2024					
	2025					
	2026					
HSIP	2023	\$0	\$1,233,825	\$1,233,825	\$1,233,825	\$0
	2024					
	2025					
	2026					
NHFP	2023					
	2024					
	2025	\$0	\$1,200,000	\$1,200,000	\$1,200,000	\$0
	2026					
NHPP	2023	\$0	\$2,056,810	\$2,056,810	\$2,056,810	\$0
	2024	\$0	\$5,203,984	\$5,203,984	\$5,203,984	\$0
	2025	\$0	\$12,661,242	\$12,661,242	\$12,661,242	\$0
	2026	\$0	\$15,780,032	\$15,780,032	\$15,780,032	\$0
STBG (BR)	2023	\$0	\$1,728,860	\$1,728,860	\$1,728,860	\$0
	2024	\$0	\$5,790,295	\$5,790,295	\$5,790,295	\$0
	2025	\$0	\$10,630,440	\$10,630,440	\$10,630,440	\$0
	2026					
STBG ODOT	2023	\$0	\$11,430,171	\$11,430,171	\$11,430,171	\$0
	2024	\$0	\$230,339	\$230,339	\$230,339	\$0
	2025					
	2026					
STBG WSDOT	2023	\$0	\$6,507,053	\$6,507,053	\$6,507,053	\$0
	2024	\$0	\$130,580	\$130,580	\$130,580	\$0
	2025					
	2026	\$0	\$1,589,017	\$1,589,017	\$1,589,017	\$0

WWVMPO/SRTPO 2023-2028 Metropolitan and Regional Transportation Improvement Program

<i>Fund Type* Year</i>	<i>Starting Balance (carryover)</i>	<i>Annual Allocation</i>	<i>Total Available Revenue</i>	<i>Total Amount Programmed</i>	<i>Ending Balance (carryover)</i>	
WFL	2023	\$0	\$262,503	\$262,503	\$262,503	\$0
	2024	\$0	\$60,550	\$60,550	\$60,550	\$0
	2025	\$0	\$1,703,010	\$1,703,010	\$1,703,010	\$0
	2026					
TIB, CRAB	2023	\$0	\$108,000	\$108,000	\$108,000	\$0
	2024	\$0	\$1,715,400	\$1,715,400	\$1,715,400	\$0
	2025					
	2026	\$0	\$2,475,000	\$2,475,000	\$2,475,000	\$0
CWA, MVA, WSDOT - Other, State Match	2023	\$0	\$24,269,265	\$24,269,265	\$24,269,265	\$0
	2024	\$0	\$144,300	\$144,300	\$144,300	\$0
	2025	\$0	\$1,834,414	\$1,834,414	\$1,834,414	\$0
	2026	\$0	\$347,381	\$347,381	\$347,381	\$0
Local Match	2023	\$0	\$4,602,213	\$4,602,213	\$4,602,213	\$0
	2024	\$0	\$3,595,813	\$3,595,813	\$3,595,813	\$0
	2025	\$0	\$6,766,598	\$6,766,598	\$6,766,598	\$0
	2026	\$0	\$1,306,375	\$1,306,375	\$1,306,375	\$0

## **Appendix C - WA MPO/SRTPO Projects, Cost and Funding**

The detailed project information shown on the following pages was extracted from WSDOT's online Statewide Transportation Improvement Program (STIP) database.

*Source: SAW Access – September 14, 2022 excerpt*

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		College Ave Post Office Crosswalk 7153 4th Street to Sixth Street Crosswalk improvements to include curb bump outs, Rapid Flashing Beacons, and more.	WA-13171	05/10/22	06/23/20	05/10/22	22-043	21		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	23,192	23,192
P	CN	2024		0	Ped/Bike Program	69,577	0	69,577
<b>Totals</b>				<b>0</b>		<b>69,577</b>	<b>23,192</b>	<b>92,769</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	23,192	0	0	0	0
CN	0	69,577	0	0	0
<b>Totals</b>	<b>23,192</b>	<b>69,577</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		College/Southside Development Intersection #1  N/A to N/A Construct new intersection on South College Avenue.	WA-11687	05/10/22	06/25/19	05/10/22	22-043	01	C G P S T W		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	45,646	45,646
S	RW	2023		0		0	9,129	9,129
P	CN	2024		0		0	310,395	310,395
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>365,170</b>	<b>365,170</b>

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	45,646	0	0	0	0	0
RW	9,129	0	0	0	0	0
CN	0	310,395	0	0	0	0
<b>Totals</b>	<b>54,775</b>	<b>310,395</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		/ 7152(004)  Mojonnier Road Reconstruction Mojonnier Road College Avenue to Bluvue Lane  Reconstruction of Mojonnier Road to urban minor arterial standards, which will include ADA-compliant sidewalks, bicycle facilities, landscaping, stormwater facilities, curb, gutter, and lighting.	WA-11693	05/10/22	06/25/19	05/10/22	22-043	03	C G P S T W	0.640	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG(UM)	220,000		0	40,000	260,000
P	CN	2024	STBG(UM)	400,000	TIB	700,000	3,370,168	4,470,168
<b>Totals</b>				<b>620,000</b>		<b>700,000</b>	<b>3,410,168</b>	<b>4,730,168</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	260,000	0	0	0	0
CN	0	4,470,168	0	0	0
<b>Totals</b>	<b>260,000</b>	<b>4,470,168</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		SE 12th Street (College to Larch) SE 12th Street S College Ave to SE Larch Avenue Full reconstruction including utilities for a portion of this section of 12th Street.	WA-11672	05/10/22	06/25/19	05/10/22	22-043	04	CG O P S T W	0.200	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	468,296	468,296
P	RW	2024		0		0	93,659	93,659
P	CN	2025	INFRA	3,184,412		0	0	3,184,412
<b>Totals</b>				<b>3,184,412</b>		<b>0</b>	<b>561,955</b>	<b>3,746,367</b>

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	468,296	0	0	0	0	0
RW	0	93,659	0	0	0	0
CN	0	0	3,184,112	0	0	0
<b>Totals</b>	<b>468,296</b>	<b>93,659</b>	<b>3,184,112</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		SE Birch Avenue Reconstruction (4th to 6th) SE Birch Avenue 4th Street to 6th Street Reconstruction of local roadway. Includes reinstatement of curb & gutter as well as stormwater infrastructure	WA-13603	05/10/22	06/08/21	05/10/22	22-043	04	S	0.140	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	42,500	42,500
P	CN	2024		0		0	127,500	127,500
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>170,000</b>	<b>170,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	42,500	0	0	0	0
CN	0	127,500	0	0	0
<b>Totals</b>	<b>42,500</b>	<b>127,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		SW 10th Street Reconstruction (College to Western Dead End) SW 10th Street College Avenue to Dead End Reconstruction of roadway to include full roadway reconstruction, curb and gutter, stormwater infrastructure, water infrastructure, and sewer infrastructure.	WA-13605	05/10/22	06/08/21	05/10/22	22-043	04	S W	0.200	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0	OTHER	154,269	154,269	308,538
P	RW	2024		0		0	61,707	61,707
P	CN	2025		0	OTHER	518,343	345,563	863,906
<b>Totals</b>				<b>0</b>		<b>672,612</b>	<b>561,539</b>	<b>1,234,151</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	308,538	0	0	0	0
RW	0	61,707	0	0	0
CN	0	0	863,906	0	0
<b>Totals</b>	<b>308,538</b>	<b>61,707</b>	<b>863,906</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Whitman Drive & Larch Avenue Intersection (new signal) Whitman Drive N/A to N/A Reconstruct Whitman Drive/Larch Avenue intersection to mitigate eroding LOS.	WA-11694	06/08/21	06/25/19	06/08/21	21-029	03	C G P S T W		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2025		0		0	38,020	38,020
S	RW	2025		0		0	7,604	7,604
P	CN	2026		0	Ped/Bike Program	258,539	0	258,539
<b>Totals</b>				<b>0</b>		<b>258,539</b>	<b>45,624</b>	<b>304,163</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	38,020	0	0
RW	0	0	7,604	0	0
CN	0	0	0	258,539	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>45,624</b>	<b>258,539</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for College Place</b>	<b>3,804,412</b>	<b>1,700,728</b>	<b>5,137,648</b>	<b>10,642,788</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2601	General Labor Operating FFY 2026 N/A N/A to N/A Provide general labor for transit operations.	2001  N/A	07/21/22	07/21/22		2021-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2026	5307	800,000		0	800,000	1,600,000
<b>Totals</b>				<b>800,000</b>		<b>0</b>	<b>800,000</b>	<b>1,600,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	1,600,000	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600,000</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2702	General Labor Operating FFY 2027 N/A N/A to N/A Provide general labor for transit operations.	2206  N/A	07/21/22	07/21/22		2021-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2027	5307	400,000		0	400,000	800,000
<b>Totals</b>				<b>400,000</b>		<b>0</b>	<b>400,000</b>	<b>800,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	800,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800,000</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Valley Transit</b>	<b>5,455,497</b>	<b>0</b>	<b>2,263,875</b>	<b>7,719,372</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2302	Replace One (1) Small Heavy-Duty Transit Bus N/A N/A to N/A Replace one (1) small heavy-duty transit bus which has exceeded its useful life with thirty foot (30') heavy-duty battery-electric powered rubber-tire trolley-replica bus.	1902  N/A	07/21/22	07/21/22		2021-07	23			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2023	5307	814,745		0	203,687	1,018,432
<b>Totals</b>				<b>814,745</b>		<b>0</b>	<b>203,687</b>	<b>1,018,432</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,018,432	0	0	0	0
<b>Totals</b>	<b>1,018,432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2303	Replace up to Four (4) Heavy Duty Transit Bus N/A N/A to N/A Replace up to four (4) heavy-duty transit buses which have exceeded their useful life with heavy-duty rubber-tire trolley-replica buses.	2110  N/A	02/17/22	02/17/22		2022-03	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2023	5307	3,356,752		0	839,188	4,195,940
<b>Totals</b>				<b>3,356,752</b>		<b>0</b>	<b>839,188</b>	<b>4,195,940</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	4,195,940	0	0	0	0
<b>Totals</b>	<b>4,195,940</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2305	Valley Transit Main Facility Security Fence and Accessibility Upgrades N/A N/A to N/A Install security fence around the main administration and maintenance facility. Improve accessibility and walkability of the main facility with various sidewalk and ADA upgrades.	1707  N/A	07/21/22	07/21/22		2021-07	23	P	0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2023	5339	84,000		0	21,000	105,000
<b>Totals</b>				<b>84,000</b>		<b>0</b>	<b>21,000</b>	<b>105,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	105,000	0	0	0	0
<b>Totals</b>	<b>105,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		2nd Avenue Pavement Restoration  Howard Street to Poplar Street  Work includes striping removal, utility adjustments, ADA ramps, surface maintenance, and restriping.	WA-13990	06/22/22	06/22/22		2022-85	05		1.430	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	86,000		0	0	86,000
S	CN	2023	NHPP	552,000		0	0	552,000
<b>Totals</b>				<b>638,000</b>		<b>0</b>	<b>0</b>	<b>638,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	86,000	0	0	0	0
CN	552,000	0	0	0	0
<b>Totals</b>	<b>638,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		Alder Street - Roosevelt to Brock Alder Street Roosevelt Street to Brock Street Roadway and utility improvements and traffic signal modifications	WA-12445	06/22/22	06/22/22		2022-85	04	C G P S T W	0.480	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	282,500	282,500
S	PE	2024		0		0	282,500	282,500
S	CN	2025		0		0	3,105,000	3,105,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>3,670,000</b>	<b>3,670,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	282,500	282,500	0	0	0
CN	0	0	3,105,000	0	0
<b>Totals</b>	<b>282,500</b>	<b>282,500</b>	<b>3,105,000</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		Citywide Preventative Bridge Maintenance  Various to Various Bridge maintenance and preservation of 10 NBI bridges.	WA-14814	08/24/22	08/24/22		2022-??	47			DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	BR	248,860		0	38,840	287,700
S	CN	2025	BR	1,292,540		0	0	1,292,540
<b>Totals</b>				<b>1,541,400</b>		<b>0</b>	<b>38,840</b>	<b>1,580,240</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	138,600	149,100	0	0	0
CN	0	0	1,292,540	0	0
<b>Totals</b>	<b>138,600</b>	<b>149,100</b>	<b>1,292,540</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Walla Walla</b>	<b>1,541,400</b>	<b>0</b>	<b>38,840</b>	<b>1,580,240</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Pine Street TBD - 2nd Avenue to 9th Avenue  2nd Avenue to 9th Avenue  Project to replace the roadway on Pine Street from 2nd Avenue to 9th Avenue on Pine Street. Includes ADA upgrades, bike lanes, striping and paving.	WA-14136	06/22/22	06/22/22		2022-85	04		0.400	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0	OTHER	125,000	675,000	800,000
S	RW	2024		0		0	200,000	200,000
S	CN	2025	NHFP	1,200,000	OTHER	1,581,189	3,118,811	5,900,000
<b>Totals</b>				<b>1,200,000</b>		<b>1,706,189</b>	<b>3,993,811</b>	<b>6,900,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	800,000	0	0	0	0
RW	0	200,000	0	0	0
CN	0	0	5,900,000	0	0
<b>Totals</b>	<b>800,000</b>	<b>200,000</b>	<b>5,900,000</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		Rose Street Pavement Preservation  West City Boundary to Park Street  Work includes striping removal, traffic signal upgrades at Myra and Wildwood, railroad signal modifications at 13th, pavement preservation, and restriping.	WA-13991	06/22/22	06/22/22		2022-85	05		2.280	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	66,000		0	44,000	110,000
S	CN	2023	NHPP	858,000		0	570,000	1,428,000
<b>Totals</b>				<b>924,000</b>		<b>0</b>	<b>614,000</b>	<b>1,538,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	110,000	0	0	0	0
CN	1,428,000	0	0	0	0
<b>Totals</b>	<b>1,538,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		Rose/Colville & Rose/Palouse Intersection Improvements  Rose/Colville I/C to Rose/Palouse I/C  Intersection evaluation and upgrades at the Rose Street intersections of Colville and Palouse.	WA-14739	06/22/22	06/22/22		2022-85	04			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0		0	50,000	50,000
S	CN	2024		0		0	700,000	700,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>750,000</b>	<b>750,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	50,000	0	0	0	0
CN	0	700,000	0	0	0
<b>Totals</b>	<b>50,000</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Tietan - Modoc to Howard IRRP  Modoc Street to Howard Street  Reconstruct utilities and Tietan Street roadway from Modoc to Howard Street using Infrastructure Repair and Replacement Program (IRRP) funds.	WA-14734	06/22/22	06/22/22		2022-85	04		0.380	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2025		0		0	231,375	231,375
S	PE	2026		0		0	231,375	231,375
S	CN	2027		0		0	2,622,250	2,622,250
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>3,085,000</b>	<b>3,085,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	231,375	231,375	0
CN	0	0	0	0	2,622,250
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>231,375</b>	<b>231,375</b>	<b>2,622,250</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Walla Walla</b>	<b>4,303,400</b>	<b>2,006,189</b>	<b>12,651,651</b>	<b>18,961,240</b>



# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	5	/ 000S(638) Bridge Guardrail Safety Improvements- Bussell Bridge, Last Chance Bridge, Paul School Bridge 92570, 21930, 93650 Varies to Varies Add/upgrade bridge rail and guardrail Bussell Bridge on Old Milton Highway, Last Chance Bridge on Last Chance Road, and Paul School Bridge on Harvey Shaw Road.	WA-14196  08125400	08/01/22	08/01/22		22-177	21	P T	0.080	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2023	HSIP	336,000		0	0	336,000
<b>Totals</b>				<b>336,000</b>		<b>0</b>	<b>0</b>	<b>336,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	336,000	0	0	0	0
<b>Totals</b>	<b>336,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	10	Deck Repair - Hart Bridge and Gose Street Bridge 96650/29960 8.42/0.23 to 8.45/0.25 Repair deck by modified concrete overlay.	WA-14594  08007300/083480	08/01/22	08/01/22		22-177	14	P T	0.050	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	BR	100,000		0	15,607	115,607
S	CN	2025	BR	810,900		0	0	810,900
<b>Totals</b>				<b>910,900</b>		<b>0</b>	<b>15,607</b>	<b>926,507</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	115,607	0	0	0	0
CN	0	0	810,900	0	0
<b>Totals</b>	<b>115,607</b>	<b>0</b>	<b>810,900</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	3	/ 2036(035) Dell Sharpe Bridge on Pettyjohn Road, MP 5.20 to MP 5.80 39590 5.20 to 5.80 Replace existing bridge with a two span, prestressed girder bridge.	WA-10425  07990700	08/01/22	08/01/22		22-177	11	P T	0.600	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	BR	80,000		0	20,000	100,000
S	CN	2024	BR	5,540,295		0	1,590,955	7,131,250
<b>Totals</b>				<b>5,620,295</b>		<b>0</b>	<b>1,610,955</b>	<b>7,231,250</b>

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
RW	100,000	0	0	0	0	0
CN	0	7,131,250	0	0	0	0
<b>Totals</b>	<b>100,000</b>	<b>7,131,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	8	/ C361(002) Fishhook Park Road MP 0.00 to MP 1.40 40310 0.00 to 1.40 The road will be widened and overlaid to provide paved shoulders. Clear zone will be provided with delineation.	WA-06922	08/01/22	08/01/22		22-177	04	P T	1.400	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG(R)	86,500		0	13,500	100,000
S	CN	2024	STBG(R)	926,860		0	244,690	1,171,550
<b>Totals</b>				<b>1,013,360</b>		<b>0</b>	<b>258,190</b>	<b>1,271,550</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	1,171,550	0	0	0
<b>Totals</b>	<b>100,000</b>	<b>1,171,550</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	12	Five Mile Bridge on Five Mile Road MP 2.48 to MP 2.82 97150 2.48 to 2.82 Replace existing bridge with a prestress girder bridge.	WA-14592  08241300	08/01/22	08/01/22		22-177	11	P	0.340	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	BR	675,000		0	105,347	780,347
S	RW	2024	BR	125,000		0	19,509	144,509
S	CN	2025	BR	4,452,000		0	0	4,452,000
<b>Totals</b>				<b>5,252,000</b>		<b>0</b>	<b>124,856</b>	<b>5,376,856</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	780,347	0	0	0	0
RW	0	144,509	0	0	0
CN	0	0	4,452,000	0	0
<b>Totals</b>	<b>780,347</b>	<b>144,509</b>	<b>4,452,000</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	6	Lower Waitsburg Road MP 4.23 to MP 6.25 96110 4.23 to 6.25 Reconstruct, realign and widen roadway to meet current design standards and provide clear zone.	WA-02119	08/01/22	08/01/22		22-177	04	P T	2.020	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023		0	CRAB	54,000	6,000	60,000
S	CN	2024	STBG(R)	255,400	CRAB	1,661,400	483,200	2,400,000
<b>Totals</b>				<b>255,400</b>		<b>1,715,400</b>	<b>489,200</b>	<b>2,460,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	60,000	0	0	0	0
CN	0	2,400,000	0	0	0
<b>Totals</b>	<b>60,000</b>	<b>2,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06	11	Lyons Ferry Road MP 0.20 to MP 2.81 49710 0.20 to 2.81 Reconstruction	WA-01926	08/01/22	08/01/22		22-177	04	P T	2.610	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0	CRAB	54,000	6,000	60,000
S	RW	2024		0	CRAB	54,000	6,000	60,000
S	CN	2026		0	CRAB	2,475,000	275,000	2,750,000
<b>Totals</b>				<b>0</b>		<b>2,583,000</b>	<b>287,000</b>	<b>2,870,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	60,000	0	0	0	0
RW	0	60,000	0	0	0
CN	0	0	0	2,750,000	0
<b>Totals</b>	<b>60,000</b>	<b>60,000</b>	<b>0</b>	<b>2,750,000</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	9	Mill Creek Road MP 6.50 to MP 8.00 97330 6.50 to 8.00 The road will be reconstructed and widened. Clear zone will be provide. Bank protection will be installed.	WA-13155	08/01/22	08/01/22		22-177	04	P T	1.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	WFL	262,503		0	40,969	303,472
S	RW	2024	WFL	60,550		0	9,450	70,000
S	CN	2025	WFL	1,703,010		0	265,788	1,968,798
<b>Totals</b>				<b>2,026,063</b>		<b>0</b>	<b>316,207</b>	<b>2,342,270</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	303,472	0	0	0	0
RW	0	70,000	0	0	0
CN	0	0	1,968,798	0	0
<b>Totals</b>	<b>303,472</b>	<b>70,000</b>	<b>1,968,798</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	1	/ S361(001) Peppers Bridge Road MP 0.36 to MP 1.61 50130 0.36 to 1.61 The road will be widened and overlaid to provide paved shoulders and reconstruct two vertical curves to meet current sight distance standards. Culverts will be lengthened and/or beveled with proper end treatments. Clear zone will be provided with delineation.	WA-01920	08/01/22	08/01/22		22-177	04	C P T	1.250	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2023	STBG(R)	950,000		0	830,000	1,780,000
<b>Totals</b>				<b>950,000</b>		<b>0</b>	<b>830,000</b>	<b>1,780,000</b>

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
CN	1,780,000	0	0	0	0	0
<b>Totals</b>	<b>1,780,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	13	Wallula Avenue MP 0.00 to MP 0.20 Wallula Bridge 92440 0.00 to 0.20 Replace existing concrete bridge with a single span, prestressed girder bridge.	WA-13997  08373800	08/01/22	08/01/22		22-177	11	P T	0.200	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	BR	625,000		0	97,543	722,543
S	RW	2024	BR	125,000		0	19,509	144,509
S	CN	2025	BR	4,075,000		0	0	4,075,000
<b>Totals</b>				<b>4,825,000</b>		<b>0</b>	<b>117,052</b>	<b>4,942,052</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	722,543	0	0	0	0
RW	0	144,509	0	0	0
CN	0	0	4,075,000	0	0
<b>Totals</b>	<b>722,543</b>	<b>144,509</b>	<b>4,075,000</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Walla Walla Co.</b>	<b>26,567,246</b>	<b>4,298,400</b>	<b>5,680,782</b>	<b>36,546,428</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		BPWWV Asphalt/Chip Seal Preservation Walla Walla Valley Metropolitan Planning Varies Varies to Varies Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. This record is for chip seal/asphalt paving projects within Walla Walla county. For a list of included projects, go to <a href="http://www.wsdot.wa.gov/projects/search">www.wsdot.wa.gov/projects/search</a> .	BPWWV					06			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	10,817	MVA	1,267	0	12,084
S	PE	2024	NHPP	120,773	MVA	10,054	0	130,827
S	PE	2024	STBG	130,580		0	0	130,580
S	PE	2028		0	MVA	1,619	0	1,619
S	CN	2023	STBG	328,749	MVA	6,575	0	335,324
S	CN	2024	NHPP	1,482,671	MVA	29,653	0	1,512,324
S	CN	2025	NHPP	12,661,242	MVA	253,225	0	12,914,467
S	CN	2026	NHPP	15,780,032	MVA	347,381	0	16,127,413
S	CN	2026	STBG	1,589,017		0	0	1,589,017
<b>Totals</b>				<b>32,103,881</b>		<b>649,774</b>	<b>0</b>	<b>32,753,655</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	347,408	1,773,731	12,914,467	17,716,430	1,619
<b>Totals</b>	<b>347,408</b>	<b>1,773,731</b>	<b>12,914,467</b>	<b>17,716,430</b>	<b>1,619</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		512502R / 0125(013) SR 125/Plaza Way - Railroad Crossing Improvements SR 125 4.40 to 4.55 Construct railroad crossing and sidewalk improvements - Xing 808942N. The existing railroad crossing surface on SR 125 at Plaza Way in Walla Walla is deteriorated and needs to be replaced. There are also no facilities for cyclists and pedestrians crossing the railroad. This project will reconstruct the railroad crossing, add appropriate railroad safety devices, and construct sidewalk improvements to improve crossing safety and remove a gap in the active transportation network at this location.	512502R36					22		0.140	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	HSIP	2,825	MVA	58	0	2,883
S	CN	2023	HSIP	895,000	MVA	18,265	0	913,265
<b>Totals</b>				<b>897,825</b>		<b>18,323</b>	<b>0</b>	<b>916,148</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	916,148	0	0	0	0
<b>Totals</b>	<b>916,148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		501218C US 12/Over Abandoned Railroad Bridge - Bridge Painting US 12 306.76 to 306.79 Paint Bridge 012/610. The existing steel surfaces on Abandoned Railroad Bridge in the Wallula Vicinity require cleaning and painting to delay deterioration. Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.	501218C36  000000MH					40		0.030	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	199,910	MVA	8,330	0	208,240
S	CN	2024	NHPP	1,174,089	MVA	23,961	0	1,198,050
<b>Totals</b>				<b>1,373,999</b>		<b>32,291</b>	<b>0</b>	<b>1,406,290</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	19,368	188,872	1,117,447	80,603	0
<b>Totals</b>	<b>19,368</b>	<b>188,872</b>	<b>1,117,447</b>	<b>80,603</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		501218D US 12/Walla Walla River Bridge - Bridge Painting US 12 307.31 to 307.37 Paint Bridge 12/612. The existing steel surfaces on the US 12 Walla Walla River Bridge near Wallula require cleaning and painting to delay deterioration. Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.	501218D36  000000MI					40		0.060	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	284,083	MVA	11,837	0	295,920
S	CN	2024	NHPP	2,426,451	MVA	49,519	0	2,475,970
<b>Totals</b>				<b>2,710,534</b>		<b>61,356</b>	<b>0</b>	<b>2,771,890</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	27,527	268,393	2,412,093	63,877	0
<b>Totals</b>	<b>27,527</b>	<b>268,393</b>	<b>2,412,093</b>	<b>63,877</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		501203A US 12/Wallula to Nine Mile Hill - Build New Highway 012 304.17 to 315.58 Build new highway. The existing two lane section of US 12 between Wallula and Nine Mile Hill experiences congestion and has a history of collisions. This project will complete the four-laning of US 12 from Tri-Cities to Walla Walla adding capacity, reducing the risks of collisions, and improving economic vitality.	501203A36					01		11.410	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023		0	CWA	7,760,000	0	7,760,000
S	RW	2023		0	CWA	14,740,000	0	14,740,000
<b>Totals</b>				<b>0</b>		<b>22,500,000</b>	<b>0</b>	<b>22,500,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	10,318,947	9,559,981	1,525,619	1,095,453	0
<b>Totals</b>	<b>10,318,947</b>	<b>9,559,981</b>	<b>1,525,619</b>	<b>1,095,453</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001G / 0730(006) US 730/3.0 Miles N of Oregon Border - Rockfall Prevention 730 2.90 to 3.11 Scale slopes, install rockfall fence, netting, bolts, barrier; Slope 551. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/ rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks, install rock bolts, wire mesh, concrete barrier, and flexible rockfall fence. These measures will reduce the potential for collisions by minimizing the risk of rocks reaching the roadway.	573001G36					21		0.210	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG	57,701	MVA	1,178	0	58,879
S	CN	2023	STBG	1,592,979	MVA	32,509	0	1,625,488
<b>Totals</b>				<b>1,650,680</b>		<b>33,687</b>	<b>0</b>	<b>1,684,367</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,576,949	107,418	0	0	0
<b>Totals</b>	<b>1,576,949</b>	<b>107,418</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001H / 0730(005) US 730/4.1 Miles N of Oregon Border - Rockfall Prevention 730 4.09 to 4.16 Scale slopes, install netting and permanent ground anchors; Slope 549. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/ rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by reducing the risk of rocks reaching the roadway.	573001H36					21		0.070	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG	58,878	MVA	1,202	0	60,080
S	CN	2023	STBG	482,423	MVA	9,845	0	492,268
<b>Totals</b>				<b>541,301</b>		<b>11,047</b>	<b>0</b>	<b>552,348</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	485,850	66,498	0	0	0
<b>Totals</b>	<b>485,850</b>	<b>66,498</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		5730011 / 0730(005) US 730/4.4 Miles N of Oregon Border - Rockfall Prevention 730 4.27 to 4.62 Scale slopes, install permanent ground anchors and netting; Slope 548 WSDOT's Geotechnical Division has prioritized this unstable slope as a potential hazard to the traveling public based on recorded vehicle/rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by reducing the risk of falling rocks reaching the roadway.	573001136					21		0.350	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG	117,757	MVA	2,403	0	120,160
S	CN	2023	STBG	2,666,548	MVA	54,420	0	2,720,968
<b>Totals</b>				<b>2,784,305</b>		<b>56,823</b>	<b>0</b>	<b>2,841,128</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,718,044	123,084	0	0	0
<b>Totals</b>	<b>2,718,044</b>	<b>123,084</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2023 to 2028

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001J / 0730(005) US 730/5.2 Miles N of Oregon Border - Rockfall Prevention 730 5.05 to 5.27 Scale slope, install anchors and slope protection netting; Slope 546. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by minimizing the risk of falling rocks reaching the roadway.	573001J36					21		0.220	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2023	STBG	58,878	MVA	1,202	0	60,080
S	CN	2023	STBG	1,143,140	MVA	23,330	0	1,166,470
<b>Totals</b>				<b>1,202,018</b>		<b>24,532</b>	<b>0</b>	<b>1,226,550</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,184,717	41,833	0	0	0
<b>Totals</b>	<b>1,184,717</b>	<b>41,833</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for WSDOT - SC</b>	<b>43,264,543</b>	<b>23,387,833</b>	<b>0</b>	<b>66,652,376</b>

## **Appendix D - OR MPO Projects, Cost and Funding**

The detailed project information shown on the following pages was extracted from ODOT's online 2021-2024 STIP document.

Source: ODOT Region 5 and [https://www.oregon.gov/odot/STIP/Documents/OnlineSTIP\\_Public.pdf](https://www.oregon.gov/odot/STIP/Documents/OnlineSTIP_Public.pdf) - August 29, 2022 excerpt

Name: **Enhanced Mobility Program - Umatilla Co FFY22**

Key: **21974**

Description **Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.**

Region: **5**

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>NORTH EAST OREGON ACT</b>	<b>UMATILLA</b>

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						<b>2023</b>	
Total						<b>\$22,952.50</b>	<b>\$22,952.50</b>
Fund 1						5310	\$18,362.00
Match							\$4,590.50

Footnote:

Name: **Enhanced Mobility Program - Umatilla Co FFY23**

Key: **21983**

Description **Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.**

Region: **5**

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>NORTH EAST OREGON ACT</b>	<b>UMATILLA</b>

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						<b>2023</b>	
Total						<b>\$23,750.00</b>	<b>\$23,750.00</b>
Fund 1						5310	\$19,000.00
Match							\$4,750.00

Footnote:

Name: **Enhanced Mobility Program - Umatilla Co FFY24**

Key: **21993**

Description **Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.**

Region: **5**

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>NORTH EAST OREGON ACT</b>	<b>UMATILLA</b>

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						<b>2024</b>	
Total						<b>\$23,750.00</b>	<b>\$23,750.00</b>
Fund 1						5310	\$19,000.00
Match							\$4,750.00

Footnote:

Name: Oregon Transportation Network - Umatilla Co FFY22

Key: 22027

Description Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: TRANST

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2023	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Footnote:

Name: Oregon Transportation Network - Umatilla Co FFY23

Key: 22043

Description Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: TRANST

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2023	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Footnote:

Name: Oregon Transportation Network - Umatilla Co FFY24

Key: 22055

Description Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: TRANST

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Footnote:



**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

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Page 1 of 2

**Key Number:** 22754

2021-2024 STIP

**Project Name:** Region 5 ADA curb ramps

(PENDING AMENDMENT)

Project Overview			
Total Current Estimate	\$12,165,000.00	Description	Design curb ramps to meet compliance with the American with Disabilities ACT (ADA) standards on various state highways.
Responsible Region	5	Related Programs	
Project Status Date	9/14/2022	STIP Name	2021-2024 STIP
Project Status	UNAPPROVED	Administrator	ODOT
Monitor	FNLPLN	Applicant	ODOT
Bid Let Date		MPO	Non-MPO, Walla Walla Valley MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	NO FUNCTIONAL CLASSIFICATION
Air Quality Approval Req.		Work Class	SAFETY AND TRAFFIC CONTROL
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	9/14/2022	Created By	JANE GOODE
Last Updated On	9/15/2022	Last Updated By	AMANDA SANDVIG
Comment	Advancing 24-27 IJIA funds per Sept 2022 OTC approval.		

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
Various	Var	VARIOUS HIGHWAYS					BAKER	NEACT		5	60	30	2
Various	Var	VARIOUS HIGHWAYS					UNION	NEACT		5	58	29	2
Various	Var	VARIOUS HIGHWAYS					UMATILLA	NEACT		5	57, 58	29	2

Phases												
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
PE	12,165,000.00	0.00		0.00		12,165,000.00	2023	12,165,000.00	2023			APPROVED
<b>Tot</b>	<b>12,165,000.00</b>	<b>0.00</b>		<b>0.00</b>		<b>12,165,000.00</b>		<b>12,165,000.00</b>				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PE	ADAP	100.00%	12,165,000.00	S	STATE PROJECT
	<b>PE Totals</b>	<b>100.00%</b>	<b>12,165,000.00</b>		
	<b>Grand Totals</b>		<b>12,165,000.00</b>		

Key Number: **22754**

2021-2024 STIP

Project Name: **Region 5 ADA curb ramps**

(PENDING AMENDMENT)

Financial Plan -- Target Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
PE	SW ADA TRANSITION	2021-2024 STIP	2023		0.00	0.00	0.00	0.00	Advanced 24-27 IJJA funds.
	<b>PE Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
	<b>Grand Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	SW ADA TRANSITION	2021-2024 STIP	2023		12,165,000.00	10,915,654.50	1,249,345.50	0.00	Advanced 24-27 IJJA funds.
	<b>PE Totals</b>				<b>12,165,000.00</b>	<b>10,915,654.50</b>	<b>1,249,345.50</b>	<b>0.00</b>	
	<b>Grand Totals</b>				<b>12,165,000.00</b>	<b>10,915,654.50</b>	<b>1,249,345.50</b>	<b>0.00</b>	

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y237	STBG 5,000-49,999 populations IJJA		200.00%	12,165,000.00	89.73%	10,915,654.50	10.27%	1,249,345.50	0.00%	0.00
	<b>PE Totals</b>			<b>200.00%</b>	<b>12,165,000.00</b>		<b>10,915,654.50</b>		<b>1,249,345.50</b>		<b>0.00</b>
	<b>Grand Totals</b>				<b>12,165,000.00</b>		<b>10,915,654.50</b>		<b>1,249,345.50</b>		<b>0.00</b>

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
9/15/22	21-24-2665	PENDING	ADD PROJECT		22754	Add new project.

<b>Selection Criteria:</b>	STIP	2021-2024 STIP	<b>Key Number</b>	22754	<b>Project ID</b>	46230
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**Key Number:** 22398 2021-2024 STIP

**Project Name:** Umatilla/Morrow county curb ramps (PENDING AMENDMENT PROJECT)

Project Overview			
Total Current Estimate	\$12,675,096.24	Description	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. Ped/bike improvements in the cities of Heppner and Milton Freewater to increase safety and access.
Responsible Region	5	Related Programs	
Project Status Date	7/23/2021	STIP Name	2021-2024 STIP
Project Status	UNAPPROVED	Administrator	ODOT
Monitor	CONST	Applicant	ODOT
Bid Let Date	7/14/2022	MPO	Non-MPO, Walla Walla Valley MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date	8/10/2022	Functional Class	NO FUNCTIONAL CLASSIFICATION
Air Quality Approval Req.		Work Class	SAFETY AND TRAFFIC CONTROL
Air Quality Approval Date.		IGA #	
		Contract #	C15394
Created On	3/2/2021	Created By	GABRIELA GARCIA
Last Updated On	8/22/2022	Last Updated By	AMANDA SANDVIG
Comment	NTE \$244K SWIP. Program identifies these as "2021" projects.		
Footnote	Design was completed under project key 22210.		

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
Various	Var	VARIOUS HIGHWAYS					UMATILLA	NEACT		5	57, 58	29	2
Various	Var	VARIOUS HIGHWAYS					MORROW	NEACT		5	57	29	2

Phases												
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
RW	770,000.00	770,000.00	2/25/22	770,000.00	2/25/22	770,000.00	2022	770,000.00	2021	R9780000	SA00(451)	APPROVED
UR	60,000.00	0.00		0.00		60,000.00	2023	60,000.00	2021		SA00(451)	APPROVED
CN	11,845,096.24	7,552,103.34	2/25/22	11,845,096.24	6/16/22	7,744,000.00	2022	4,444,000.00	2022	CON04522	SA00(451)	APPROVED
Tot	12,675,096.24	8,322,103.34		12,615,096.24		8,574,000.00		5,274,000.00				



**Statewide Transportation Improvement Program**  
**Amendment Project Summary**

**Key Number:** **22398** **2021-2024 STIP**

**Project Name:** **Umatilla/Morrow county curb ramps** **(PENDING AMENDMENT PROJECT)**

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
RW	ADAP	100.00%	770,000.00	S	STATE PROJECT
	<b>RW Totals</b>	<b>100.00%</b>	<b>770,000.00</b>		
UR	ADAP	100.00%	60,000.00	S	STATE PROJECT
	<b>UR Totals</b>	<b>100.00%</b>	<b>60,000.00</b>		
CN	ADAP	97.94%	11,601,096.24	S	STATE PROJECT
	BIKPED	2.06%	244,000.00	S	STATE PROJECT
	<b>CN Totals</b>	<b>100.00%</b>	<b>11,845,096.24</b>		
<b>Grand Totals</b>			<b>12,675,096.24</b>		

Financial Plan -- Target Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
RW	SW ADA TRANSITION	2021-2024 STIP	2021		770,000.00	690,921.00	79,079.00	0.00	7/26/2021: Add target per G Garcia/OTC action.
	SW ADA TRANSITION	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	2/25/2022: Initial obligation.
	<b>RW Totals</b>				<b>770,000.00</b>	<b>690,921.00</b>	<b>79,079.00</b>	<b>0.00</b>	
UR	SW ADA TRANSITION	2021-2024 STIP	2021		60,000.00	53,838.00	6,162.00	0.00	7/26/2021: Add target per G Garcia/OTC action.
	SW ADA TRANSITION	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	Slip to 2023.
	SW ADA TRANSITION	2021-2024 STIP	2023		0.00	0.00	0.00	0.00	
	<b>UR Totals</b>				<b>60,000.00</b>	<b>53,838.00</b>	<b>6,162.00</b>	<b>0.00</b>	
CN	FIX-IT SW SWIP BIKPE	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	2/25/2022: Initial obligation per PS&E
	SW ADA TRANSITION	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	6/16/2022: Modification per PA&E (post-amend) 8/12/2022: Increase funding by \$4,156,000 with program funds & K22070 5/13/2022: Return estimate to \$7,744,000 for an amendment to increase funds 2/25/2022: Initial obligation per PS&E (\$7,308,103.34)
	<b>CN Totals</b>				<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
<b>Grand Totals</b>					<b>830,000.00</b>	<b>744,759.00</b>	<b>85,241.00</b>	<b>0.00</b>	

**Key Number:** **22398** **2021-2024 STIP**

**Project Name:** **Umatilla/Morrow county curb ramps** **(PENDING AMENDMENT PROJECT)**

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
RW	SW ADA TRANSITION	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	7/26/2021: Add target per G Garcia/OTC action.
	SW ADA TRANSITION	2021-2024 STIP	2022		770,000.00	690,921.00	79,079.00	0.00	2/25/2022: Initial obligation.
	<b>RW Totals</b>				<b>770,000.00</b>	<b>690,921.00</b>	<b>79,079.00</b>	<b>0.00</b>	
UR	SW ADA TRANSITION	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	7/26/2021: Add target per G Garcia/OTC action.
	SW ADA TRANSITION	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	Slip to 2023.
	SW ADA TRANSITION	2021-2024 STIP	2023		60,000.00	53,838.00	6,162.00	0.00	
	<b>UR Totals</b>				<b>60,000.00</b>	<b>53,838.00</b>	<b>6,162.00</b>	<b>0.00</b>	
CN	FIX-IT SW SWIP BIKPE	2021-2024 STIP	2022		244,000.00	0.00	244,000.00	0.00	2/25/2022: Initial obligation per PS&E
	SW ADA TRANSITION	2021-2024 STIP	2022		11,601,096.24	10,409,663.65	1,191,432.59	0.00	6/16/2022: Modification per PA&E (post-amend) 8/12/2022: Increase funding by \$4,156,000 with program funds & K22070 5/13/2022: Return estimate to \$7,744,000 for an amendment to increase funds 2/25/2022: Initial obligation per PS&E (\$7,308,103.34)
	<b>CN Totals</b>				<b>11,845,096.24</b>	<b>10,409,663.65</b>	<b>1,435,432.59</b>	<b>0.00</b>	
<b>Grand Totals</b>				<b>12,675,096.24</b>	<b>11,154,422.65</b>	<b>1,520,673.59</b>	<b>0.00</b>		

**Key Number:**                   **22398**

**2021-2024 STIP**

**Project Name:**               **Umatilla/Morrow county curb ramps**

**(PENDING AMENDMENT PROJECT)**

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	Y	100.00%	770,000.00	89.73%	690,921.00	10.27%	79,079.00	0.00%	0.00
	<b>RW Totals</b>				<b>100.00%</b>	<b>770,000.00</b>		<b>690,921.00</b>		<b>79,079.00</b>	<b>0.00</b>
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA		100.00%	60,000.00	89.73%	53,838.00	10.27%	6,162.00	0.00%	0.00
	<b>UR Totals</b>				<b>100.00%</b>	<b>60,000.00</b>		<b>53,838.00</b>		<b>6,162.00</b>	<b>0.00</b>
CN	S080	BIKEWAYS		2.06%	244,000.00	0.00%	0.00	100.00%	244,000.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	Y	61.75%	7,314,212.08	89.73%	6,563,042.49	10.27%	751,169.59	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	Y	36.19%	4,286,884.16	89.73%	3,846,621.16	10.27%	440,263.00	0.00%	0.00
	<b>CN Totals</b>				<b>100.00%</b>	<b>11,845,096.24</b>		<b>10,409,663.65</b>		<b>1,435,432.59</b>	<b>0.00</b>
<b>Grand Totals</b>							<b>12,675,096.24</b>		<b>11,154,422.65</b>		<b>1,520,673.59</b>

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
8/22/22	21-24-2560	PENDING	SLIP		22398	Slip the Utility Relocation phase to start in federal fiscal year 2023.
8/12/22	21-24-2107	APPROVED	SINGLE PROJECT ADJUSTMENT	TO	22398	Increase the Construction phase estimate by \$4,156,000, adding ADA program funds and moving funds from project key 22070.
10/21/21	21-24-1304	APPROVED	COMBINE	TO	22398	Increase the Construction phase estimate by \$3,300,000, moving scope and funds from project key 22397. Update project name to Umatilla/Morrow county curb ramps. Slip the Right of Way and Utility Relocation phases to federal fiscal year 2022 for delivery.
7/23/21	21-24-0589	APPROVED	ADD PROJECT		22398	Add a new project, using ADA and sidewalk improvement program funds.

<b>Selection Criteria:</b>	STIP	2021-2024 STIP	<b>Key Number</b>	22398	<b>Project ID</b>	45903
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## **Appendix E - TIP Policies (updated on June 14, 2022 and adopted by the WWVMPO/SRTPO Policy Board on July 6, 2022)**

In coordination with the Oregon and Washington State Departments of Transportation (ODOT and WSDOT), the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is required to program funds in accordance with [23 USC 133](#); the agency must employ a competitive call for projects to allow eligible entities to submit projects for funding that achieve the objectives of the [FAST Act](#). The following policies guide the underlying program management and oversight process.

### **1. COMPLIANCE WITH REGIONAL AND LOCAL PLANS**

Projects eligible for inclusion in the Metropolitan and Regional Transportation Improvement Program (M/RTIP) must be compliant with [23 USC 134](#) and consistent with the current metropolitan and regional transportation plan.

- ◆ Major capital improvements and all roadway capacity projects must be included in the fiscally constrained project list of the metropolitan and regional transportation plan.
- ◆ Safety improvements or multi-modal projects may be programmed without being specifically identified in the plan, provided they are consistent with the established goals and objectives of the metropolitan and regional transportation plan and fall within its fiscal constraint.

Projects must also be included in the sponsor's transportation or capital improvement plan or adopted budget.

Surface Transportation Block Grant (STBG) or Transportation Alternatives (TA) projects, which are awarded funding through a competitive project call, will be included in the M/RTIP no later than the following year.

### **2. FISCAL CONSTRAINT**

Only projects that fall within the fiscal constraint of the region's expected four-year allocation of STBG and TA program funds will be included in the M/RTIP; additionally, each year of the M/RTIP is fiscally constrained.

### **3. PRIORITIZED, ILLUSTRATIVE PROJECTS**

Prioritized projects that could not be included in the fiscally constrained M/RTIP list of improvements will be added to the illustrative project list. In case new funding becomes available, these already prioritized projects will receive priority consideration ahead of other currently unfunded projects.

### **4. ADDITIONAL FUNDS**

Should additional funding become available through higher-than-expected allocations, new federal grants, or deobligated funds, the additional funds may first be assigned to projects that received a partial funding award in the most recent call for projects; the assigned amount may be equal to the original shortfall, but must be less than 25% of the partial award or 20% of the current annual allocations for that category of funding (STBG or TA AND urban or rural), whichever is less.

- ◆ In regard to partial funding awards, it is important to understand that a guarantee of additional funding availability cannot be provided. Project sponsors have to certify increased local match

availability to allow the project to move forward for inclusion in the Transportation Improvement Program.

- ◆ It is also understood that the overall amount for a subsequent call for projects may thus be reduced.

In the absence of eligible, partially funded projects, already prioritized, illustrative projects will be used to program the additional funding. If the region has already met its obligation target for the fiscal year in which the additional funding is received, the funds may be carried forward into the next call for projects.

## **5. REDUCTION IN FUNDS**

In the event that programmed funding is lower than anticipated due to decreased appropriations, changes in federal grant programs, or a rescission of unobligated balances, previously awarded projects will remain a top priority to be reprogrammed as revenues are restored.

## **6. CARRY OVER OF UNOBLIGATED FUNDS**

All previously programmed but not yet obligated projects will automatically have funds carried forward to the next year's M/RTIP, unless the project sponsor rescinds project support.

## **7. REQUIREMENT TO MEET ANNUAL OBLIGATION TARGET**

To prevent the loss of allotted federal funding, it is critical that the local share of the statewide Obligation Authority (OA) is delivered on an annual basis.

The Federal Highway Administration (FHWA) distributes to the state based on the pro-rata share of FHWA's congressionally assigned apportionment. WSDOT, in turn, provides annual program allocations to each local region; in general, the annual local OA target is equal to the region's annual allocation within the respective funding program (e.g., STBG and TA). A failure to meet the local OA target will trigger one of two scenarios:

- ◆ If the statewide OA target is met, the following year's local OA target will be increased by the unmet portion. If that adjusted target is not met the following year, the portion of the local allocation - equal to the undelivered year-two target - will be sanctioned (permanently rescinded) the following year. Inability to meet the local OA target in subsequent years will also result in sanctioning of the undelivered amounts. The first year after meeting obligation will reset the sanctioning, beginning a new observation period.
- ◆ If the statewide OA target is not met by FHWA's September closing date of the federal fiscal year (usually around September 25), the portion of the local allocation - equal to the undelivered local OA target - will be sanctioned (permanently rescinded), applying to the next year's allocation.

Funds lost due to sanctioning will be redistributed to other MPOs/RTPOs/Counties that have met their OA targets.

## **8. REASONABLE PROGRESS**

### **A. PROJECT TRACKING AND OBLIGATION BALANCING**

Designed to ensure the timely expenditure of available funding, progress tracking interviews will be conducted as part of the January through April Technical Advisory Committee (TAC) meetings. These

interviews may be supplemented with individual sponsor interviews, as needed. During these discussions, project sponsors will provide readiness status on programmed projects and progress updates on already obligated projects.

The information gained from the progress tracking will allow for the estimation of potential OA target shortfalls or overruns. The information will also be shared by WWVMPO/SRTPO staff with WSDOT and other MPOs and RTPOs at the Coordinating Committee Meetings to allow for statewide balancing of obligations.

#### B. PROCEDURES AND ENFORCEMENT

Documented findings from project readiness discussions will determine which projects are ready to move forward. Of these, projects that fail to obligate their programmed federal funds ahead of FHWA's September closing date risk forfeiture of assigned funds. To avoid funding loss, the project sponsor must inform the WWVMPO/SRTPO Policy Board prior to May 1<sup>st</sup> and a one-year extension may be granted, provided that:

- ◆ The delay is beyond their control and the sponsor has done its due diligence to move the project forward;
- ◆ Federal funds have already been obligated for prior phases of the project or, if no federal funds are used for PE or ROW phases, there has been significant progress toward final plan preparation;
- ◆ There is a realistic strategy in place to obligate all funds; and
- ◆ A suitable substitute project can be found, to enable the region to meet its obligation target.

If no extension is requested or the project sponsor fails to progress towards funding obligation by the agreed-upon new deadline, the project will be removed from the M/RTIP, and the associated federal funds will be returned to the regional funding pool for redistribution. Projects removed in this manner do not require further Policy Board action.

#### C. INACTIVE PROJECTS

In line with FHWA and WSDOT guidance, projects for which federal funds have been obligated, but no expenditures have been billed for at least nine months, are at risk of being considered "inactive". Based on [23 CFR 630.106](#), inactive projects are subject to de-obligation of awarded funds.

#### D. ELIGIBILITY FOR REDISTRIBUTED OBLIGATION AUTHORITY

WSDOT can request redistributed obligation authority from other states if they are certain to deliver Washington's statewide obligation authority. The remaining obligation authority target must be \$75 million or less on June 30<sup>th</sup> for a request to be submitted to FHWA. Any redistributed obligation authority must be obligated by FHWA's September close date (usually around September 25<sup>th</sup>).

For the WWVMPO/SRTPO to be eligible for redistributed obligation authority, they must have met or ensured that they will meet their target by June 30<sup>th</sup> (or the first workday after if June 30<sup>th</sup> falls on a weekend). Project sponsors must have submitted a complete funding package to WSDOT Headquarters Local Programs by June 30<sup>th</sup> to count towards this delivery. If these conditions are met, the WWVMPO/SRTPO can submit a list of projects and amounts to WSDOT Local Programs for consideration, also by June 30<sup>th</sup>. Any redistributed obligation authority remaining after WSDOT's review of project lists from all MPOs that met or exceeded their targets by the end of the federal fiscal year will

be eligible for use on a pro-rata basis. All redistributed OA will be added to the MPO's allocation and target the following year.

## **9. COST OVERRUNS AND INCREASES**

The WWVMPO/SRTPO is not responsible for awarding additional, regionally managed STBG or TA funds beyond those approved in the M/RTIP. The responsibility for increases and overruns on a project already under contract will be determined by the prevailing contractual agreement between the project sponsor and WSDOT.

If awarded funds are insufficient to fulfill the scope of the project as programmed, the project sponsor may shift funding across phases and/or years to cover cost increases for the affected phase, so long as completion of all remaining project phases, to which funding was awarded, is not jeopardized.

Should additional funds be required to implement the remaining phase(s), the project sponsor is responsible for securing them from an alternative source of revenue or compete for additional funds at the next call for projects.

## **10. SCOPE CHANGES**

All scope changes for projects programmed with STBG and TA funding must be communicated to the WWVMPO/SRTPO. Any change that significantly alters the original scope must be reviewed by the Technical Advisory Committee and approved by the Policy Board through the M/RTIP amendment process. Significant scope changes may warrant project removal from the M/RTIP, though these projects are not barred from competing in future calls for projects.

## **11. M/RTIP AMENDMENT SCHEDULE**

The WWVMPO/SRTPO will develop the following calendar year's internal amendment schedule by November of the preceding year.



## Appendix F - Criteria and Process Used for Prioritization of Projects

The Walla Walla Valley MPO/SRTPO conducted a competitive application cycle and issued a regional call on April 15, 2020 for Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) eligible projects for jurisdictions and agencies located in Washington State. Available funding for the call for projects included \$3,479,000 in STBG and \$211,370 in TA federal grants, subject to urban and rural area caps per project funding request.

- ◆ The STBG grant program provides flexible funding for roadway, bridge, safety, transit capital, planning, recreational trails, pedestrian, and bicycle projects.
- ◆ The TA grant program provides funding for bicycle and pedestrian facilities; scenic viewing areas and overlooks; and transportation-related community improvement projects such as historic preservation, wildlife mortality mitigation, and water and environmental quality improvements.

The projects included in this M/RTIP were selected as part of this competitive application process, which took place in April and May of 2020. The project selection criteria shown on the following pages were based on the region's 2040 Plan and were adopted by the WWVMPO/SRTPO's Policy Board on April 1, 2020.

**Final - STBG Criteria for 2020 Call for Projects**

*Economic Vitality, which is highly valued in the Walla Walla Valley, is improved through the provision of a safe and efficient multi-modal transportation system.*

Administrative Considerations		Points			Max Points
Project Eligibility	Eligible Project Type	Pass	Fail		
	Eligible Project Sponsor	Pass	Fail		
	Project Identified in an Approved Plan	Pass	Fail		
	Project Objective	Pass	Fail		
	Regional/National Performance Improved	Pass	Fail		
Project Readiness	Planning Completed to Date -- OR --	5 - Concept	10 - 30%-Design	20 - Construction Ready	20
	Planning Study - Alternatives Analysis *	20			
	Detailed Cost Estimate/Financial Plan	Pass	Fail		
	Project Schedule	Pass	Fail		
	Project Management Information	Info			
	Utility Information	Info			
	Maintenance Information/Funding Source	Info			
	Financial Certification of Matching Funds	Pass	Fail		
	Right-of-Way Acquisition Compliance	Pass	Fail		
	Reasonable Progress Certification	Pass	Fail		
Notification of Title VI Requirements	Pass	Fail		<b>Subtotal 20</b>	
Project Design	Review of Alternative Design Options <i>(i.e. pavement treatment, utility &amp; ROW impact, lane configuration, multimodal connection, etc.)</i>				10
	Coordination with Neighbor Entities	Pass	Fail		
	OR Neighboring Segments				<b>Subtotal 10</b>
<b>Regional Transportation Goals</b>	<b>Criteria</b>	<b>Points</b>			
Safety	Analysis of Crash Data, with up to 10 points for completed Safety Audits/Safety Plans				40
	Consideration of Crash Statistics to determine weighting factor for project solution				Factor
	Location-specific Crash Rate - 1.5 times of regional facility average				0.25
	Location-specific Total # of Crashes - 6 or more crashes over 5-yr period				0.25
	Location-specific Presence of Preventable Fatalities or Serious Injuries (Footnote 1)				0.50
	Project Design Specifically Addresses Identified Safety Issue - Proven Countermeasures				10 <b>Subtotal 50</b>
System Preservation	Current Pavement Rating 70% or lower (Footnote 2)				10
	Recurring Maintenance Issues				10
	Timing of Construction is Coordinated with Utility Work				10
	Preservation Project - No Additional Travel Lanes (except to turn, accelerate, or decelerate OR bus pull out)				10 <b>Subtotal 40</b>
Quality of Life	Context-sensitive multimodal features, based on AASHTO, NACTO, or DOT Design Manual				
	Project includes additional - beyond required ADA updates				
	Sidewalk or Pedestrian Feature (Footnote 3)				8
	Bike Infrastructure				8
	Bus Turn-out or Transit preferential treatment				8 <b>Subtotal 24</b>
Connectivity and Efficiency	Closes Infrastructure Gap/Completes Corridor (auto mode) (Footnote 4)				8
	Closes Infrastructure Gap/Completes Corridor (non-auto mode) (Footnote 4)				8
	Improves Intersection Design/Control/Flow (auto mode)				8
	Improves Intersection Design/Control/Flow (non-auto mode)				8 <b>Subtotal 32</b>
Funding for Improvements	Funding Match/Overmatch	0 - Minimum	1 point for every 6% Overmatch		8
	Prior Local Investments	0 - 0% of Cost	4 - 10%	8 - 20%+	8
	Final Phase of a Multi-Phase Project	0 - No	8 - Yes		8 <b>Subtotal 24</b>
<b>Total Points 200</b>					

**Footnotes:**

- \* Using STBG funds for a planning study creates a stand-alone project; it **does not trigger** a 10-year repayment requirement or result in federalization of a subsequent project
- 1 Serious Injury Data: Provided by WSDOT - reported on collisions with at least one motor vehicle (as required by RCW 46.52.070, RCW 46.52.030 and WAC 446-85-010)
- 2 Pavement Rating: Where available, includes roughness, cracking, rutting, and faulting metrics consistent with collection practices outlined in the HPMS Field Manual
- 3 Includes lighting, bulb-outs, flashing beacons, other high visibility treatments, and/or sidewalk buffers, etc.
- 4 For improvements that works towards completion of a corridor, any phase counts as gap closure

**Final - TA Criteria for 2020 Call for Projects**

*Quality of Life, which is highly valued in the Walla Walla Valley, is inherently improved through the advancement of pedestrian and bicycle related transportation projects.*

Administrative Considerations		Points			Max Points	
Project Eligibility	Eligible Project Sponsor	Pass	Fail			
	Eligible Project Type	Pass	Fail			
	Project Identified in an Approved Plan	Pass	Fail			
	Project Objective	Pass	Fail			
	Regional/National Performance Improved	Pass	Fail			
Project Readiness	Planning Completed to Date -- OR --	5 - Concept	10 - 30%-Design	20 - Construction Ready	20	
	Planning Study - Alternatives Analysis *	20				
	Project Schedule	Pass	Fail			
	Project Management Information	Info				
	Utility Information	Info				
	Maintenance Information/Funding Source	Info				
	Detailed Cost Estimate/Financial Plan	Pass	Fail			
	Financial Certification of Matching Funds	Pass	Fail			
	Right-of-Way Acquisition Compliance	Pass	Fail			
	Reasonable Progress Certification	Pass	Fail			
Notification of Title VI Requirements	Pass	Fail		<b>Subtotal 20</b>		
Project Design	Review of Alternative Design Options				10	
	Coordination with Neighbor Entities OR Neighboring Segments	Pass	Fail			
					<b>Subtotal 10</b>	
<b>Regional Transportation Goals</b>	<b>Criteria</b>	<b>Points</b>				
Safety and System Preservation	Addresses known Safety Concerns				10	
	Project Design Reduces Number of Conflict Points - Proven Countermeasures				10	
	Located within "Heavy Use" Area	Pedestrian - Located in Area of High Residential Density				10
		Bicycle - Located On or Parallel to Major Thoroughfare				10
	Part of Direct Route to School or Community Medical Facility/Pharmacy				10	
	Addresses known Maintenance Concerns				10	
	Timing of Construction is Coordinated with Utility Work				10	
					<b>Subtotal 70</b>	
Economic Vitality	Improves Accessibility to Regional Employment and Activity Centers				20	
	<i>Points awarded based on number, significance, and vicinity of accessed destinations:</i>					
	Trail/park/playground					
	Downtown area/restaurant/retail/entertainment					
	Community center/civic center/arts establishment					
Grocery store/farmers market						
Encourages Visually Attractive Streetscape and Context-Sensitive Design				10		
Supports Tourism: Connects destinations, benefits regional cycling, improves travel experience				10		
				<b>Subtotal 40</b>		
Regional Connectivity and Continuity	Closes an Infrastructure or Service Gap				12	
	Improves Regionally Significant Corridors and Cross-Jurisdictional Connectivity				10	
	Provides Utility as Stand-Alone Project				10	
	Part of Designated Pedestrian or Bicycle Network				4	
				<b>Subtotal 36</b>		
Funding for Improvements	Funding Match/Overmatch	0 - Minimum	1 point for every 6% Overmatch		8	
	Prior Local Investments	0 - 0% of Cost	4 - 10%	8 - 20%+	8	
	Final Phase of a Multi-Phase Project	0 - No	8 - Yes		8	
				<b>Subtotal 24</b>		
<b>Total Points 200</b>						

**Footnotes:**

\* Using TA funds for a planning study creates a stand-alone project; it **does not trigger** a 10-year repayment requirement or result in federalization of a subsequent project

## Appendix G - Air Quality Conformity

### Background

The U.S. Environmental Protection Agency (EPA) sets health-based standards for air quality pollutants. These pollutants include particulate matter – small particles which penetrate deep into the lungs and cause health problems. Originally set in 1987, the current National Ambient Air Quality Standard (NAAQS) for 24-hour concentration of particulate matter with a diameter of ten microns or less (PM<sub>10</sub>) is 150 micrograms per cubic meter (µg/m<sup>3</sup>).

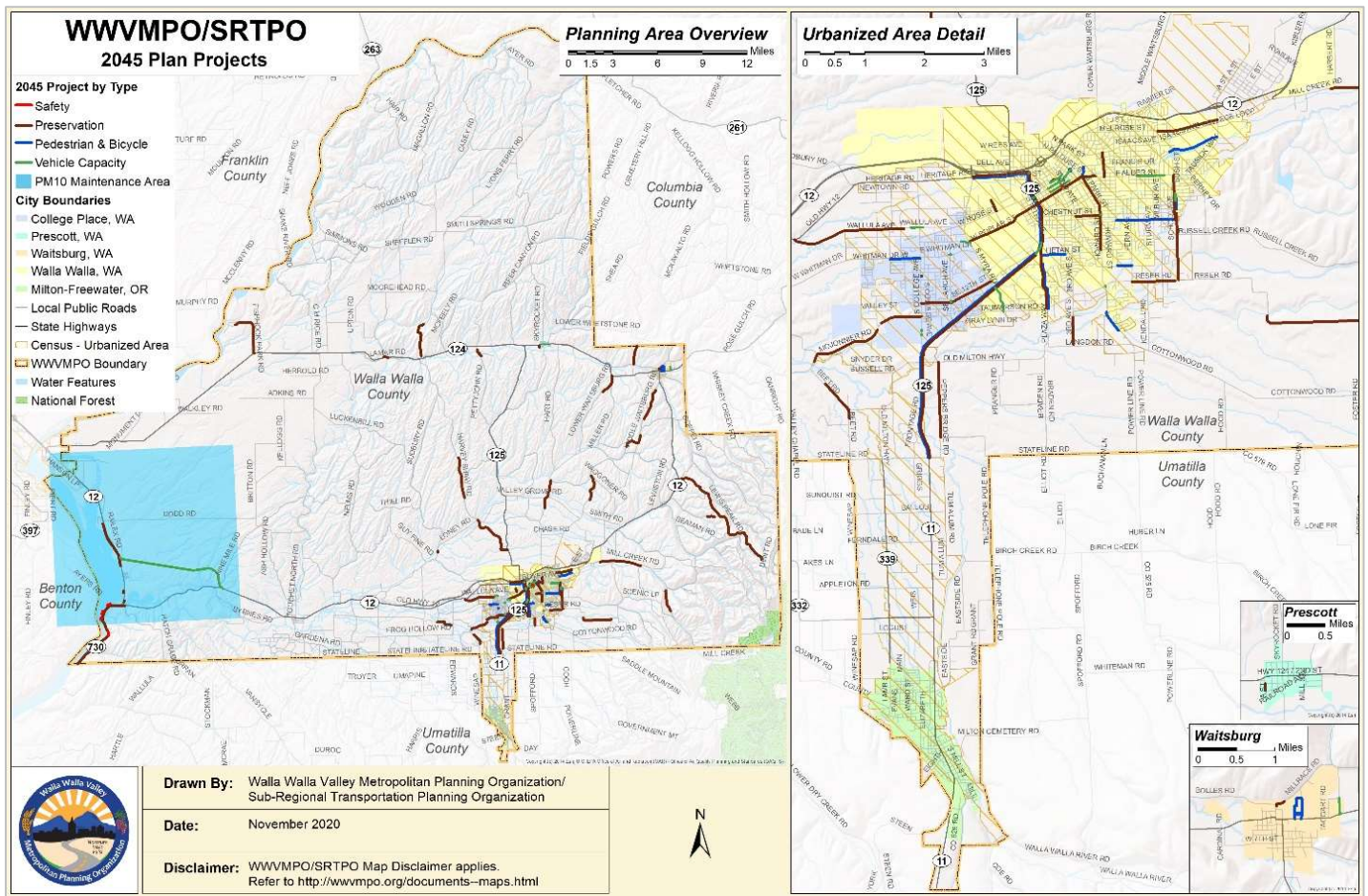
The Washington Department of Ecology (ECY) operates ambient air compliance monitors in various areas throughout the state, designed to track compliance with the NAAQS. In the late 1980's, the Wallula site violated the PM<sub>10</sub> standard and, when the 1990 Clean Air Act Amendments (CAAA) were passed, the EPA designated the Wallula site a nonattainment area – out of compliance with the PM<sub>10</sub> standard – first as a moderate non-attainment area and then as a serious non-attainment area in 2001.

In response to the EPA's 1996 Natural Events Policy (NEP) for PM<sub>10</sub>, the ECY developed a Natural Events Action Plan (NEAP) for High Winds in the Columbia Plateau in 1998 in order to address high wind natural events affecting the site. Following a 2001 evaluation, the ECY's published a revised [NEAP](#) in 2003. In 2005, Congress initiated a revision to the Clean Air Act related to air quality monitoring data influenced by exceptional events. This provision, originally implemented under the EPA's Exceptional Event Rule (EER) and codified in 2007 as the Exceptional Event Rules (EER), was revised in 2016. The EER prescribes the process that must be used to exclude monitored values for extreme weather events beyond anyone's control, which are defined as an exceptional event due to "a natural event or human activity unlikely to recur." Once the ECY submitted and the EPA approved the Wallula site exceptional event demonstration, it was confirmed that the monitor exceedances of the standard were (and continue to be - [2013 Demonstration](#), [2015 Demonstration](#), [2017 Demonstration](#), and [2019 Mitigation Plan](#)) tied to high-wind and wildfire events.

In 2005, the EPA re-designated the Wallula area to attainment — in compliance with the PM<sub>10</sub> standard — and approved the [First 10-year Maintenance Plan](#). The site is now operating under its [Second 10-year Maintenance Plan](#), which was updated in October 2019 and [approved](#) by the Environmental Protection Agency (EPA), effective as of June 1, 2020. As part of its final rule making, the EPA noted that the Walla Walla Valley MPO/SRTPO region has to demonstrate air quality conformity for its transportation plans and transportation improvement programs.

Although the Wallula site was redesignated to a maintenance area in 2005, this need for air quality conformity determination by the WWVMPO/SRTPO was specifically triggered when the site moved from being "an isolated rural area" to becoming part of the expanded Metropolitan Planning Area in March 2017, which occurred one year after the adoption of the WWVMPO/SRTPO's first long-range transportation plan.

The map on the following page shows the Wallula PM<sub>10</sub> maintenance area alongside the current M/RTIP projects and the WWVMPO/SRTPO boundary.



Through the remainder of the Wallula site’s maintenance period, the WWVMPO/SRTPO will, in concert with FHWA and FTA, fulfill the air quality conformity determination requirements, which are laid out in 40 CFR 93:

- ◆ Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) elements –
  - ◆ Clear declaration of the latest planning assumptions related to current and future population, employment, travel, and congestion
  - ◆ Current and anticipated transit operating policies, fares, and service levels
  - ◆ Information related to effectiveness of any transportation control measures (not applicable, as the maintenance plan does not identify any transportation control measures for our region)
  - ◆ Potential Hotspot Analysis for non-exempt projects, including a) new highway projects and b) congested intersections above a certain level of service, coupled with a significant presence of diesel-fueled vehicles (all but one of the region’s projects are exempt since they do not add system capacity)
- ◆ A **regional emissions analysis is not mandatory** for the Walla Walla Valley area, as it was specifically determined that **“Motor vehicles are an insignificant source of PM<sub>10</sub> emissions and [this] justifies exclusion from regional analysis for transportation conformity.”<sup>9</sup>**

<sup>9</sup> ECY made a demonstration in the 2004 Serious Area Plan for Attainment (Section 4.7) that motor vehicles were an insignificant source of PM<sub>10</sub> emissions (70 FR 5085, 5092, February 1, 2005 (proposed action); 70 FR 22597, May 2, 2005 (final action)) and requested an exemption from regional analysis for transportation conformity. Although EPA granted ECY’s request for this exemption, project-level transportation conformity requirements still apply.

The main sources of dust at the Wallula site include agriculture, a pulp and paper mill, a compost facility, and a cattle feedlot. Control measures for these sources were included in both the First and Second 10-year Maintenance Plans and ensure that the area remains in compliance with the 24-hour PM<sub>10</sub> NAAQS.

### Latest Planning Assumptions and Documentation

As required by 40 CFR 93.110, the conformity determination is based on the latest planning assumptions – both for regionwide growth as well as transit service provision.<sup>10</sup> Collaboratively developed with local entity staff, the growth assumptions were determined during the early development phase of the 2045 Plan.

THE WALLA WALLA VALLEY METROPOLITAN PLANNING AREA POPULATION AND EMPLOYMENT  
– WHICH INCLUDES A PORTION OF UMATILLA COUNTY AND THE CITY OF MILTON-FREEWATER IN OREGON –  
ARE EXPECTED TO GROW BETWEEN 2019 AND 2045:

**THE REGION'S POPULATION IS PROJECTED TO GROW BY 0.63% PER YEAR – FROM 69,100 TO 81,380.**  
**THE REGION'S EMPLOYMENT IS PROJECTED TO GROW BY 0.40% PER YEAR – FROM 29,300 TO 32,480.**

These growth assumptions were used in the newly updated travel demand model (TDM). For the 2045 Plan, on which the 2023-2028 M/RTIP is based, three 2045 travel demand model scenarios were developed – *Present-Plus-Committed*, *[fiscally-constrained] Build*, and *Arterial Build-Out*. The forecasted traffic volumes for the *2045 Build* scenario indicate a modest 0.7% per year increase, which aligns with expected population and employment growth projections. Furthermore, planning assumptions related to the provision of transit services and associated operating policies have not undergone any significant changes since the 2040 Plan, the current plan's predecessor, was approved in March 2016.

Adopted on February 3, 2021, the 2045 Plan, along with the latest planning assumptions, can be accessed from the agency's website: <https://wwwmpo.org/plans--programs.html>.

### Consultation

Also required is an ongoing Interagency Consultation, which includes the Washington State Department of Transportation, the Washington Department of Ecology, the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, and the Walla Walla Valley MPO/SRTPO.

A first interagency consultation meeting was held on July 9, 2020. At that time, the nature of the language was determined that must be included in both the new Transportation Improvement Program and the 2045 Plan in order for those documents to demonstrate air quality conformity and the following findings resulting from the Interagency Consultation were subsequently documented:

- ◆ The existing PM<sub>10</sub> Maintenance State Implementation Plan (SIP) is sufficient and does not need to be replaced with a Limited Maintenance Plan (LMP).
  - ◆ Due to ECY's 2004 demonstration that motor vehicles do not significantly contribute to PM<sub>10</sub> at the Wallula site, no regional emissions analysis or VMT demonstration is required.
- ◆ Demonstrating conformity for WWVMPO/SRTPO MTPs and TIPs starts in 2021 with the new 2045 Plan and TIP.

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<sup>10</sup> Only growth and transit assumptions are included, since the Wallula Maintenance Plan does not contain transportation-specific control measures and the Walla Walla Valley planning area does not include roadway or bridge infrastructure for which any tolls are assessed.

## Findings

Based on the projected, slow annual growth rate for regionwide population, employment, and traffic volumes, the WWVMPO/SRTPO finds that the projects included in this M/RTIP – most of which are also exempt according to [40 CFR 93.126](#) – and will not cause or contribute to any new violation of the federal air quality standards for PM<sub>10</sub>.

### STATEMENT OF CONFORMITY

THE 2023-2028 WALLA WALLA VALLEY METROPOLITAN/REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM **ACHIEVES AND MAINTAINS THE NAAQS** AS REQUIRED BY THE CLEAN AIR ACT AMENDMENTS OF 1990. THE 2023-2028 M/RTIP ALSO MEETS THE REQUIREMENTS SET FORTH IN [WAC 173-420](#) AND THE WALLULA SITE'S SECOND 10-YEAR MAINTENANCE PLAN FOR PM<sub>10</sub>.

## Appendix H - Current Performance Targets

### Safety

Oregon’s Strategic Highway Safety Plan (SHSP) is the basis for setting targets in Oregon – with the goal of zero fatalities and serious injuries by 2035. The WWVMPO/SRTPO agreed to support the ODOT targets, shown here alongside the share of fatal and serious crashes in the WWVMPO/SRTPO area.

#### Oregon - "Vision Zero" by 2035

Also see: <https://www.nhtsa.gov/document/oregon-fy-2022-highway-safety-plan>

OREGON STATEWIDE	2015	2016	2017	2018	2019	2020	Trend Line	State Targets 2022
Annual VMT* (1000s)	35,998,505	36,719,189	36,752,883	36,848,417	35,976,927	32,297,978		
Fatalities* (F)	445	498	439	502	494	507		Fatalities* (F)
5-year Rolling Average (F)	356.4	389.8	410.2	448.0	475.6	488.0		468.0
Fatality Rate	1.24	1.36	1.19	1.36	1.37	1.57		Fatality Rate
5-year Rolling Average (FR)	1.04	1.11	1.15	1.24	1.30	1.37		1.46
Serious Injuries (A)	1,777	1,973	1,764	1,686	1,904	1,577		Serious Injuries (A)
5-year Rolling Average (A)	1,569.2	1,655.8	1,685.0	1,739.0	1,820.8	1,780.8		1,722
Serious Injury Rate	4.94	5.37	4.80	4.58	5.29	4.88		Serious Injury Rate
5-year Rolling Average (AR)	4.59	4.74	4.73	4.80	5.00	4.99		4.23
Non-motorist (Ped/Bike) F&A	267	280	251	249	254	260		Non-motorist F&A
5-year Rolling Average (N-FA)	245.4	252.4	251.6	257.4	260.2	258.8		224.3

MILTON-FREEWATER Urbanized Area (MPA)	2015	2016	2017	2018	2019	2020	Trend Line
Annual VMT* (1000s)	40,318	42,436	42,397	43,524	40,500	39,164	
Fatalities* (F)	0	1	0	1	1	2	
5-year Rolling Average (F)	0.6	0.8	0.4	0.4	0.6	1.0	
Fatality Rate	0.00	0.00	2.36	0.00	2.30	5.11	
5-year Rolling Average (FR)	0.00	0.00	0.79	0.59	0.93	2.45	
Serious Injuries (A)	2	5	1	1	6	4	
5-year Rolling Average (A)	2.4	3.2	3.2	2.8	3.0	3.4	
Serious Injury Rate	4.96	11.78	2.36	2.30	14.81	10.21	
5-year Rolling Average (AR)	9.10	9.99	8.08	6.93	7.24	8.29	
Non- motorist (Ped/Bike) F&A	0	2	0	0	1	1	
5-year Rolling Average (N-FA)	0.2	0.6	0.6	0.4	0.6	0.8	

\* VMT: Highway Performance Monitoring System (HPMS) Estimates; Fatalities & Injuries: ODOT Crash Data System (CDS)



Washington State’s Target Zero Strategic Highway Safety Plan is the basis for setting targets in Washington State – with the goal of zero fatalities and serious injuries by 2030. Proposed targets were developed using a straight-line projection to a zero value in the year 2030. All Washington MPOs agreed to support the WSDOT targets and were provided a proportional share based on a percentage of fatal and serious crashes within their metropolitan planning area.

Washington State - Target Zero by 2030 Also see: [https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/wa\\_fy21\\_hsp.pdf](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/wa_fy21_hsp.pdf)

WASHINGTON STATEWIDE	2015	2016	2017	2018	2019	2020	Trend Line	State Targets 2022
Annual VMT* (1000s)	59,652,504	60,851,096	61,419,915	62,366,820	62,537,275	53,511,634		
Fatalities* (F)	551	536	563	539	538	557		Fatalities* (F) 437.3
5-year Rolling Average (F)	468.2	484.6	509.6	530.2	545.4	546.6		
Fatality Rate	0.92	0.88	0.92	0.86	0.86	1.04		Fatality Rate 0.73
5-year Rolling Average (FR)	0.81	0.83	0.86	0.88	0.89	0.91		
Serious Injuries (A)	2,101	2,218	2,221	2,236	2,255	2,439		Serious Injuries (A) 1,819.0
5-year Rolling Average (A)	2,071.4	2,088.0	2,092.0	2,156.0	2,206.2	2,273.8		
Serious Injury Rate	3.52	3.64	3.62	3.59	3.61	4.56		Serious Injury Rate 3.04
5-year Rolling Average (AR)	3.59	3.57	3.52	3.56	3.59	3.80		
Non-motorist (Ped/Bike) F&A	495	596	570	641	577	515		Non-motorist F&A 464.6
5-year Rolling Average (N-FA)	481.2	504.2	511.2	558.6	575.8	579.8		

WALLA WALLA COUNTY (partial) Metropolitan Planning Area (MPA)	2015	2016	2017	2018	2019	2020	Trend Line	MPO Portion of 2022 State Target
Annual VMT* (1000s)	448,256	456,563	436,971	470,558	468,448	414,335		
Fatalities* (F)	8	5	2	5	4	1		Fatalities* (F) 2.7
5-year Rolling Average (F)	6.4	6.4	6.0	6.2	4.8	3.4		
Fatality Rate	1.79	1.10	0.44	1.06	0.85	0.24		Fatality Rate 0.59
5-year Rolling Average (FR)	1.46	1.45	1.35	1.38	1.05	0.74		
Serious Injuries (A)	14	20	13	14	17	21		Serious Injuries (A) 13.6
5-year Rolling Average (A)	15.4	16.6	15.2	14.8	15.6	17.0		
Serious Injury Rate	3.13	4.39	2.86	2.98	3.63	5.07		Serious Injury Rate 3.03
5-year Rolling Average (AR)	3.61	3.81	3.41	3.26	3.40	3.78		
Non-motorist (Ped/Bike) F&A	7	2	6	2	4	3		Non-motorist F&A 2.7
5-year Rolling Average (N-FA)	4.0	4.0	4.4	4.0	4.2	3.4		

\* VMT: HPMS Estimates; 2020 Fatality data is preliminary ARF data (FARS is not available beyond 2018); Injury data: WSDOT Engineering Crash Database

## Bridge, Pavement, and System Performance

The National Performance Management Measures (23 CFR Part 490.105) require State DOTs to set targets for pavement and bridge conditions, as well as system performance<sup>11</sup> within one year of the effective date of the final rule, and annually thereafter; in addition, the regulations also require MPOs to establish targets no later than 180 days after the State DOTs’ target declaration.

On October 3, 2018, the WWVMPO/SRTPO resolved to plan and program projects that support the respective targets declared by ODOT and WSDOT. In May 2022, ODOT reviewed the 4-year targets for pavement and bridge conditions (PM2) as well as system performance (PM3) and set new targets. WSDOT anticipates setting new PM2 and PM3 targets in October 2022.

Oregon Pavement Condition <sup>a</sup>		
Performance Measure	Performance Target	
Percentage of pavements of the Interstate System in Good condition	57.7%	
Percentage of pavements of the Interstate System in Poor condition	0.2%	
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 30%	4-Year: 30%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 5%	4-Year: 5%
Washington State Pavement Condition <sup>a</sup>		
Performance Measure	Performance Target	
Percentage of pavements of the Interstate System in Good condition	30%	
Percentage of pavements of the Interstate System in Poor condition	4%	
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 45%	4-Year: 18%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 21%	4-Year: 5%

<sup>a</sup> As defined in 23 CFR 490.307

Oregon Bridge Condition <sup>b</sup>		
Performance Measure	Performance Target	
Percentage of NHS bridges classified as in Good condition	13.5%	
Percentage of NHS bridges classified as in Poor condition	1.8%	
Washington State Bridge Condition <sup>b</sup>		
Performance Measure	Performance Target	
Percentage of NHS bridges classified as in Good condition	30%	
Percentage of NHS bridges classified as in Poor condition	10%	

<sup>b</sup> As defined in 23 CFR 490.407

Oregon National Highway System Performance <sup>c</sup>		
Performance Measure	Performance Target	
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%	
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%	
Washington State National Highway System Performance <sup>c</sup>		
Performance Measure	Performance Target	
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	68%	
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	61%	

<sup>c</sup> As defined in 23 CFR 490.507

<sup>11</sup> Of the prescribed system performance measures, only the “non-Interstate National Highway System - percent of person-miles traveled” (non-NHS Travel Time Reliability) applies to the WWVMPO/SRTPO planning area.

## Transit Asset Management – State of Good Repair

The Federal Transit Administration (FTA) published the final rule on Transit Asset Management (TAM) on July 26, 2016, requiring public transit providers who receive FTA funding assistance to undertake specific transit asset management activities, including the development of an asset inventory, an asset condition assessment, a decision support tool or management approach, and the prioritization of investments to maintain a state of good repair (SGR) in accordance with [49 USC 5326](#). In addition, [23 CFR 450.306\(d\)](#) requires MPOs to establish transit SGR targets no later than 180 days after the provider of public transportation’s target declaration.

As part of the Group Transit Asset Management Plan (TAMP) developed by the Oregon Department of Transportation<sup>12</sup> in coordination with Tier II transit agencies, the following targets were set for Milton-Freewater Public Transportation in 2020:<sup>13</sup>

Milton-Freewater Public Transportation Annual SGR Asset Performance Targets			
Asset Category	Asset Class	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2021 (% Exceeding ULB)
(% Exceeding ULB*)			
Equipment	Automobiles		12%
Rolling Stock	Bus		20%
	Cutaway		32%
	Van	100%	45%
	Minivan	100%	32%
	SUV		38%
	Automobile		50%
(% Below 3.0 TERM** Rating)			
Facilities	Passenger / Parking Facilities		0%
	Administrative / Maintenance Facilities		1.5%

Source: <https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Management.aspx>, accessed August 10, 2022

\* Only the **highlighted** rolling stock equipment applies to Milton-Freewater Public Transportation

\*\* ULB – Useful Life Benchmark

\*\*\* TERM – Refers to the five-category rating system used in FTA’s Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5 = Excellent; 4 = Good; 3 = Adequate; 2 = Marginal; and 1 = Poor

<sup>12</sup> Please refer to: <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/ODOT-TAM-Plan.pdf>

<sup>13</sup> In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently. As of the date of this publication, 2021 TAM targets have not yet been published.

As part of the Transit Asset Management Plan completed by Valley Transit, the targets shown on the following tables were adopted for 2020:<sup>14</sup>

Valley Transit Annual SGR Asset Performance Targets Rolling Stock Fixed Route, Rolling Stock Paratransit						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2020 (% Exceeding ULB)
Rolling Stock Fixed Route Bus Paratransit Van	Bus 29' Gillig Low Floor	5	14	10	100%	100%
	Bus 29' Gillig Low Floor	4	13	10	100%	100%
	Bus 29' Gillig Low Floor	3	9	10	0%	0%
	New Flyer C40LF	2	18	12	100%	100%
	Champion Challenger Ford E450 Paratransit Van	3	4	5	0%	0%
	Champion Challenger Ford E450 Paratransit Van	3	2	5	0%	0%
	Champion Challenger Ford E450 Paratransit Van	4	2	5	0%	0%

Source: Valley Transit – Transit Asset Management Plan, August 2020

\* ULB – Useful Life Benchmark

<sup>14</sup> In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently.

Valley Transit Annual SGR Asset Performance Targets Non-Revenue Rolling Stock Service Vehicles						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2020 (% Exceeding ULB)
Equipment: Non-Revenue Service Vehicle	Administration Support Vehicle 2003 Chevrolet Astro Van	1	16	5	100%	100%
	Road Supervisor Van 2010 Ford E350 / Braun 8-Passenger 1 Wheel Chair	1	9	5	100%	100%
	Custodian Pickup 2015 2500 4x4 Pickup with Service Box	1	4	14	0%	0%
	Mechanic Pickup 2008 Dodge 3500 4x4 With Service Box	1	11	14	0%	0%
	Forklift Clark Cushion Tire 1998 CGG25	1	21	14	100%	100%
	Tractor, John Deere 210 LE 2005 Landscape Excavator for Snow Removal	1	14	14	100%	0%

Source: Valley Transit – Transit Asset Management Plan, August 2020

\* ULB – Useful Life Benchmark

Valley Transit Annual SGR Asset performance Targets Facilities				
Facility Code	Asset Class	2017 TERM* Condition Rating	SGR Metric FFY 2019 (% Below 3.0 TERM Rating)	SGR Target FFY 2020 (% Below 3.0 TERM Rating)
10	Main Facility Administration, Operations, Parts	2	100%	0%
11	Main Facility Maintenance Shop	2	100%	0%
20	Main Facility Parking Garage	3	0%	0%
22	Main Facility Storage Building	4	0%	0%
21	Main Facility Bus Wash Building	3	0%	0%
21	Main Facility CNG Dispensing Island	2	100%	0%
21	Main Facility CNG Compressor Station	2	100%	0%
6	K Mart Transfer Center	5	0%	0%
6	Market Station Transfer Center	5	0%	0%

Source: Valley Transit, August 2020

\* TERM – Refers to the five-category rating system used in FTA’s Transit Economic Requirements Model (TERM) to describe the condition of an asset:  
5 = Excellent; 4 = Good; 3 = Adequate; 2 = Marginal; and 1 = Poor

## Public Transportation Agency Safety Plan

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans that include the processes and procedures to implement a Safety Management System (SMS) in accordance with [49 USC 5329](#) and [49 CFR 673](#). The PTASP rule became effective on July 19, 2019. The PTASP compliance deadline was originally set for July 20, 2020, by which date the affected agencies had to adopt their PTASP and subsequently share the targets with the state DOT and the MPO. In addition, [23 CFR 450.306\(d\)](#) requires MPOs to establish public transportation safety targets no later than 180 days after the provider of public transportation’s target declaration.

With the August 10, 2022, re-confirmation of Milton-Freewater Public Transportation’s 2020 PTASP and the July 22, 2022, submittal of Valley Transit’s updated PTASP, the current targets were set. In January 2023, the WWVMPO/SRTPO will again resolve to plan and program projects that support the respective PTASP targets.

Milton-Freewater Public Transportation PTASP Targets		
Mode of Transit Service	Safety Target Areas	Safety Targets
Fixed Route	Fatalities	0
	Injuries	0
	Safety Events	0
	System Reliability in number of adverse events	0
Demand Response	Fatalities	0
	Injuries	0
	Safety Events	0
	System Reliability in number of adverse events	0

Source: Milton-Freewater Public Transit, June 30, 2020

Valley Transit PTASP Targets		
Mode of Transit Service	Safety Target Areas	Safety Targets
Fixed Route	Fatalities	0
	Fatalities per 110k Vehicle Revenue Miles (VRM)	0
	Injuries	1
	Injuries per 100k VRM	0.25
	Safety Events	2
	Safety events per 100k VRM	0.25
	System Reliability in miles between failures	150,000
Demand Response	Fatalities	0
	Fatalities per 110k Vehicle Revenue Miles (VRM)	0
	Injuries	1
	Injuries per 100k VRM	0.25
	Safety Events	2
	Safety events per 100k VRM	0.25
	System Reliability in miles between failures	150,000

Source: Valley Transit, July 22, 2022

## Appendix I - Project Funding Source Overview

### Federal Funding

The following are descriptions of the most common federal transportation funding sources for which the WVWVMPPO/SRTPO area is eligible. Please note that the list is not inclusive of all funding programs authorized under the most recent surface transportation law – Infrastructure Investment and Jobs Act (IIJA) in November 2021:

- ◆ **Surface Transportation Block Grant (STBG):** This program replaced the Moving Ahead for Progress in the 21st Century (MAP-21) Act’s Surface Transportation Program (STP). The STBG program continues to provide flexible funding that may be used by state DOTs, counties, and cities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridge, and tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. Funds are divided as follows:
  - ◆ The Bridge STBG (BR) funds replacement, rehabilitation, preservation, and protection of “off-system” local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.
  - ◆ The Regional STBG (U), (UM), (US), (R), etc. provides funding to MPOs, RTPOs, and county lead agencies through allocated STBG funds for prioritization and selection according upon their established procedures. The allocations are based on population as follows: Urbanized areas with more than 200,000 people (U = Urban); areas greater than 50,000 but no more than 200,000 (UM = Urban Medium); areas greater than 5,000 but no more than 49,999 (US = Urban Small); areas of 5,000 or less (R = Rural); and “any area” for use anywhere in the state.
  - ◆ A portion of State DOTs’ STBG funds that can be applied anywhere, are used for state highway system preservation and interstate reconstruction. State DOTs prioritize and program these projects.
  - ◆ The Transportation Alternatives Program (TA) is a set-aside under the STBG program. The TA program provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. As with STBG funds, TA allocations are also based on population (U = Urban, UM = Urban Medium, US = Urban Small, R = Rural, and “any area”).
  - ◆ A set-aside for the Recreational Trails Program (RTP) is also provided.
- ◆ **Carbon Reduction Program (CRP):** new to the IIJA bill, the Carbon Reduction Program funds projects that reduce transportation emissions, with eligible projects ranging from statewide strategy development to advanced transportation and congestion management technologies.
- ◆ **Safe Streets and Roads for All (SS4A):** beginning with the IIJA bill, the SS4A discretionary grant program provides funding for the development of “Vision Zero”-style plans, as well as for safety projects identified in those plans, with the goal of reducing traffic injuries and fatalities.



- ◆ **Highway Infrastructure Program (HIP):** The 2018 Omnibus bill provided an additional \$34.1 million of HIP funds. Eligible activities include construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A), including related design and right-of-way.
- ◆ **National Highway Performance Program (NHPP):** If located on the National Highway System (NHS), projects eligible for NHPP funding include construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges; bridge and tunnel inspection and evaluation; safety projects; environmental restoration and mitigation; intelligent transportation systems (ITS); and bicycle and pedestrian infrastructure.
- ◆ **Highway Safety Improvement Program (HSIP):** HSIP provides funding to implement engineering countermeasures to reduce fatal and serious injury collisions to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. These funds are made available to all state and local agencies and tribal nations and can be applied to all public roadways. State DOTs prioritize and program state and local projects based upon the respective Strategic Highway Safety Plan – Oregon’s Transportation Safety Action Plan (TSAP) and Washington State’s Target Zero. The HSIP program has a set-aside for the railway/highway crossing program.
- ◆ **National Highway Freight Program (NHFP):** a formula-based, surface transportation program that provides states with funding to bolster the movement of goods on roads. The program was created through the FAST Act.
- ◆ **Nationally Significant Freight and Highway Projects (NSFHP):** a competitive grant program created by the FAST Act that provides funding to address large-scale projects of regional and national importance.
- ◆ **Transportation Infrastructure Finance and Innovation Act (TIFIA):** The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of regional and national significance.
- ◆ **Federal Lands Access Program (FLAP):** The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
- ◆ **Federal Lands Transportation Program (FLTP):** FLTP funds projects that improve access within Federal lands, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal Land Management Agency (FLMA) partners. Funding for projects in the WWVMPO/SRTPO area are administered by the Western Federal Lands (WFL) Highway Division, located in Vancouver, WA.
- ◆ **Tribal Transportation Program (TTP):** TTP funds projects that improve access to and within Tribal lands. This program has set asides for tribal bridge projects and tribal safety projects.
- ◆ **Community Development Block Grant (CDBG):** CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are either directly allocated to eligible cities or awarded through the Oregon Business Development Department and the Washington State Department of Commerce.
- ◆ **FTA Section 5303 and 5304 – Transportation Planning:** These formula funds are apportioned to each state for metropolitan and statewide planning that supports cooperative, continuous,

and comprehensive planning and other technical assistance activities for making transportation investment decisions. States are direct recipients of Section 5303 and 5304 funds, and subsequently allocate 5303 funds to Metropolitan Planning Organizations by formula.

- ◆ **FTA Section 5307 – Urbanized Area Formula Grants:** These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, became eligible activities under the Urbanized Area Formula program following the adoption of MAP-21. This includes operating assistance with a 50 percent local match for job access and reverse commute services. In addition, the urbanized area formula for distributing funds includes the number of low-income individuals as a factor.
- ◆ **FTA Section 5309 – Fixed Guideway Capital Investment Grants (New Starts):** The program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This includes core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Typically, projects receive these funds through a full funding grant agreement (FFGA) that defines the project scope and specifies the total multi-year Federal commitment to the project.
- ◆ **FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities:** This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. It consolidates the New Freedom Program and Elderly and Disabled Program. Projects selected for funding must be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan and included in the RTPO program in their respective area. State DOTs administer these funds through a competitive grant program.
- ◆ **FTA Section 5311 – Rural Area Formula Grants:** These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. State DOTs administer these funds through a competitive grant program serving the general public in rural areas of the state. Following the adoption of MAP-21, activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, became eligible under the Rural Area Formula program. In addition, the formula includes the number of low-income individuals as a factor.
- ◆ **FTA Section 5329 – Transit Safety & Oversight:** This program establishes a comprehensive framework to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars. The program also includes important safety provisions for bus-only operators.
- ◆ **FTA Section 5337 – State of Good Repair:** Established in MAP-21, this program is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are

limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Grantees are required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

- ◆ **FTA Section 5339 – Bus and Bus Facilities:** The program provides formula-based and competitive grants for capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

## State Funding

- ◆ Oregon and Washington State Departments of Transportation (ODOT and WSDOT): Both state DOTs provide funding for DOT-managed projects.

## Oregon Additional Funding Sources

- ◆ *ConnectOregon*: a lottery-backed bond program, which provides for investments into air, marine, rail, and public transportation infrastructure. It is important to note that funds are reserved for those projects which are not eligible for funding from fuel tax revenues. To date, six *ConnectOregon* programs have been authorized (2005, 2007, 2009, 2011, 2013, and 2015) by the Oregon Legislature.
- ◆ Keep Oregon Moving (House Bill 2017): funded through increased gas tax, vehicle registration, and title fees, HB 2017 funds road maintenance and preservation, congestion reduction, safe walking and biking projects, improvements to rail and ports, and electric vehicle incentives. Direct funding is provided to 43 select state and local road projects. HB 2017 also establishes a new, dedicated source of funding for expanded public transportation services.
- ◆ ODOT Fix-it and Enhance Program: To distribute state (and federal) gas tax revenue, ODOT funds "Fix-it" projects, which maintain or preserve existing infrastructure and are typically identified via an infrastructure management system, and "Enhance" projects, which enhance, expand, or improve the transportation system and are selected via a competitive process.
- ◆ Transportation and Growth Management Program (TMG): Oregon's Transportation and Growth Management Program supports community planning efforts to expand transportation choices. Local governments can use TMG funds for the development of transportation system plans and other plans that integrate land use and transportation planning in support of mixed-use development and improved pedestrian, bicycle, transit, and multi-modal street facilities.
- ◆ Special Transportation Fund (STF): administered by ODOT's Rail and Public Transit Division, STF provides supplementary support for selected transit-related projects to counties, transit districts, and Tribal governments. The funds are awarded using a population-based formula and are designated for any transit operator serving seniors and people with disabilities. The revenue for the program primarily comes from the State's cigarette tax.

## Washington State Additional Funding Sources

- ◆ Move Ahead Washington (MAW): Authorized in 2022, this program will provide \$17 billion over 16 years to projects that improve transit, preservation, Safe Routes to School, bicycle and pedestrian infrastructure, carbon reduction, safety and equity.
- ◆ Connecting Washington (CWA): The program provides earmarked funding for select projects included in the State's transportation funding package approved by the Washington State Legislature in 2015.
- ◆ County Road Administration Board (CRAB): As an independent state agency, the CRAB provides state funding for county roadway projects and the county-owned ferry system through a share of the statewide gas tax.

- ◆ The Rural Arterial Program (RAP) funds improvements on a county's existing rural arterial road network.
- ◆ The County Arterial Preservation Program (CAPP) funds pavement preservation projects of a county's existing paved arterial road network.
- ◆ Transportation Improvement Board (TIB): As an independent state agency, the TIB provides state funding for street construction and maintenance to cities and counties through a share of the statewide gas tax.
  - ◆ The Urban Arterial Program (UAP) funds county or city (over 5,000 population) roadway projects that improve safety, support growth, improve condition and mobility; the program requires sidewalks whenever consistent with local plans.
  - ◆ The Urban Corridor Program (UCP) funds roadway projects that expand capacity and involve multiple funding partners.
  - ◆ The Urban and Small City Sidewalk Program (USP or SCSP) funds non-recreational pedestrian projects that improve safety and connectivity.
  - ◆ The Arterial Preservation Program (AAP) funds overlay projects of federally classified arterials streets within cities (over 5,000 population).
  - ◆ The Small City Arterial Program (SCAP) funds small city (under 5,000 population) projects that improve safety and roadway conditions; it also supports the construction of multimodal features.
  - ◆ The Small City Preservation Program (SCPP) funds small city (under 5,000 population) projects for pavement rehabilitation; in some cases, projects are partnered with WSDOT or county paving projects.
- ◆ Public Works Trust Fund (PWTF): The low-interest loan program for local governments funds infrastructure improvements and is administered by the Public Works Board of the State Department of Commerce.
- ◆ Freight Mobility Strategic Investment Board (FMSIB): The independent state agency provides state or federal STBG flexible funds, combined with partnership funding, for freight mobility and freight mitigation projects along strategic freight corridors as approved by the legislature and the Governor.
- ◆ Other State Funding Sources (OTHER): All other unidentified state fund sources, including but not limited to tolling, pedestrian/bike safety, and safe routes to school funds administered by WSDOT.
- ◆ Regional Mobility Grant Program
- ◆ Public Transportation Consolidated Grant Program
- ◆ Vanpool Investment Program
- ◆ Community Economic Revitalization Board
- ◆ Public Works Board – Construction Loan Program

## Local Funding

- ◆ State Motor Vehicle Fuel Tax - Local Distribution
- ◆ Local Option (County) Fuel Tax
- ◆ County Road Property Tax
- ◆ Transportation Benefit District
- ◆ Local Improvement District
- ◆ General Obligation Bond
- ◆ Payment in Lieu of Taxes - City-provided Utility services
- ◆ Property Tax
- ◆ Sales Tax

## **Appendix J - Public Comments**

### **Public Review and Comment Period September 6 through September 19, 2022**

The public review and comment period for the WWVMPO/SRTPO 2023-2028 Metropolitan and Regional Transportation Improvement Program (M/RTIP) was provided from September 6, 2022 through September 19, 2022.

No public comments were received.